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INDIA,
BURMA AND CEYLON.

Information
For Travellers and Residents.

WITH FOUR MAPS.

87020

PUBLISHED BY

THOS. COOK & SON,

Originators of the European Excursion and Tourist System.
Established 1841.

BANKERS, ARMY, CIVIL SERVICE, AND COLONIAL AGENTS.

TOURIST AND GENERAL PASSENGER AGENTS.

Chief Office, LUDGATE CIRCUS, LONDON.

1907 147

Offices in India:

BOMBAY . . . 13, ESPLANADE ROAD.
CALCUTTA . . 11, OLD COURT HOUSE STREET.
RANGOON . . A1, PHAYRE STREET.
COLOMBO . E. B. CREASY, BAILLIE STREET, for the issue of Travelling Tickets and Hotel Coupons.

For Complete List of Branch Offices and Agencies, see pp. 158-160.

A **PUTTEE** is a leg bandage, used instead of a gaiter or high boot. Puttees owe their origin to India, where they have been long used by the Natives and Europeans for Military and Sporting purposes; and **Fox's Puttee** has been adopted by the War Office and Colonial Authorities for the Infantry, Mounted Infantry, and Artillery.

MADE IN

NAVY BLUE, KHAKEE, DARK BROWN, BLACK, & MIXTURES.

FOX'S

PATENT

PUTTEE

Per 10/6 pair.

Sold by the Stores, Hosiers, and Outfitters. In case of difficulty apply to the Patentees and Manufacturers.

Fox's Patent Puttee is a **Spat and Puttee combined,** so that they form one continuous piece. This gives great superiority in finish and appearance over the plain **Puttee,** whilst for the first time it enables **Puttees** to be worn with shoes, a great boon to Cyclists. By an ingenious arrangement for fastening, the same pair of spats will fit Shoes or Shooting Boots.

SOME ADVANTAGES OF FOX'S PATENT PUTTEE.

1. Great support to the leg. 2. Cooler than leather or cloth. 3. Will fit any leg. 4. Are elastic, and consequently adapt themselves to the shape of the leg. 5. Are more easily dried or cleaned than any form of gaiter. 6. Made of all Wool.

PATENTEES AND MANUFACTURERS:

FOX BROS. & CO., Ltd., Wellington, Somerset.

BIBBY LINE

OF

FAST MAIL STEAMERS

TO AND FROM

MARSEILLES, EGYPT, COLOMBO, AND RANGOON,

Giving best facilities for those visiting Ootacamund, Bangalore, Madura, Trichinopoly, Cochin, Calicut, and Southern India generally, *via* Tuticorin, from which port there is a daily accelerated and improved Railway and Steamer Service with Colombo.

The steamers of this line, which are mostly supplied with twin screws, have all been recently constructed by Harland and Wolff expressly for the first-class Eastern Passenger Trade, and are uniformly provided with every convenience and luxury, including refrigerators, electric light, mechanical ventilation, etc. Surgeon and Stewardess carried, and are on the Government list for Officers returning from furlough.

They sail every three weeks between England and Burma, calling as above.

Special advantages are offered to those seeking a few days at sea, whether between England and Marseilles, or between Burma and the health resorts and places of interest in Ceylon and Southern India.

For full particulars apply to

BIBBY BROS. & Co.,

26, CHAPEL STREET, LIVERPOOL; and

DUNSTER HOUSE, MINCING LANE, LONDON.

Agents—WATSON & PARKER, 8, Rue Beauvau, Marseilles
,, WM. STAPLEDON & SON, Port Said and Suez.
,, CARSON & Co., Colombo.
,, THE ARRACAN CO., LTD, Rangoon.

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COOK'S
TOURIST MAP
OF
INDIA
SHOWING THE
ROUTES AVAILABLE
UNDER THE
SPECIAL ARRANGEMENTS
OF
THOMAS COOK AND SON
by authority of
THE
GOVERNMENT OF INDIA,
AND
H.M. SECRETARY OF STATE FOR INDIA.

INDIA,
BURMA AND CEYLON.
Information for Travellers and Residents.

PART I.
GENERAL INFORMATION FOR PASSENGERS TO INDIA, Etc.

SINCE the opening of the Suez Canal and the consequent development in the number and size of steamers running between England and India, and owing also to the reduction of fares and to the superior accommodation now obtainable, the traffic is not so strictly confined to certain short periods of the year as was formerly the case. Speaking generally, however, it may be said that the *Outward Passenger Season* commences in September and continues until February, during which time the steamers are full, and passages should be secured at least some weeks in advance.

The cool season in the plains of India extends from the end of October to March, and from March to June the Hill districts are enjoyable places of resort. The Rains (S.W. Monsoon) generally set in early in June, after a period of intense heat, and continue for ten or twelve weeks.

We shall be happy to advise passengers as to the most convenient route, and to secure passages and berths, without charge for commission, by any line of steamers that may be selected.

Passengers are recommended to forward us their instructions at the earliest possible moment, so that we may secure the best

available accommodation and register names for places in the Sleeping Car between Calais and Brindisi if required.

We arrange to collect and ship baggage, as fully explained on page 17.

Transports and Passenger Steamers met on arrival, and every assistance rendered by our representative on board, who will also undertake the clearing and forwarding of baggage.

In our **Banking Department** we issue Circular Notes and Letters of Credit, payable at any of *our own Offices*, and by our Correspondents throughout the world. We also supply Indian Currency and other Foreign Moneys at favourable rates, issue drafts on our various Offices, and make Telegraphic remittances. We open current accounts and make advances against approved securities; purchase and sell stocks and shares, and undertake Banking transactions of every kind.

Information for Travellers from India to any part of the World will be found on pp. 109—150.

LINES OF STEAMERS TO THE EAST.

Passengers booked, and Berths secured, by any of the principal lines of steamers between Europe, Egypt, India, Burma, Ceylon, Straits, China, Japan, and Australasia, among which are the following:—

Aberdeen from London to Australia and New Zealand, *via* Cape of Good Hope.

Anchor from Liverpool to Gibraltar, Egypt, and India.

Austrian Lloyd from Trieste and Brindisi to Egypt and India.

Bibby from Liverpool & Marseilles to Egypt, Ceylon, & Burma.

British and Colonial from London to India, *via* South Africa.

British India from London and Naples to Egypt, India, Ceylon, East Africa, Mauritius, Java, Queensland, etc.

Canadian Pacific Railway and Steamship Lines to Sandwich Islands, Fiji, Australasia, China, and Japan, *via* Vancouver.

City from Liverpool to Egypt and India.

Glen from London to Egypt, Straits, China, and Japan.

Hall from Liverpool and (in the season) Marseilles, to Egypt and India.

Houlder Bros. from London to Australia and New Zealand, *via* Cape of Good Hope.

Italian S. N. Co. (late Florio-Rubattino) from Venice, Brindisi, Genoa and Naples to Egypt and India.

Knight Line from England to Bombay.

Messageries Maritimes from Marseilles to Egypt, India, Ceylon, Australia, China, and Japan.

New Zealand Shipping Co. from London and Plymouth to Teneriffe, Cape Town, Tasmania, New Zealand, and Australia.

Nippon Yusen Kaisha from Southampton to Egypt, Straits, China, and Japan.

Northern Pacific to Japan and China, *via* Tacoma and Victoria.

North German Lloyd from Southampton, Genoa, and Naples, to Egypt, Ceylon, Australia, New Zealand, Straits, China, and Japan. Etc., etc.

Oceanic and Union Steamship Co. of New Zealand to Sandwich Islands, Samoa, and Australasia, *via* San Francisco.

Orient from London, Plymouth, Gibraltar, Marseilles, and Naples, to Egypt, Ceylon, Australia, New Zealand, Tasmania, and Queensland.

Pacific Mail, and Occidental and Oriental Joint Service to the Sandwich Islands, Japan, and China, *via* San Francisco.

Patrick Henderson from Liverpool to Egypt and Burma.

Peninsular and Oriental from London, Gibraltar, Marseilles, Malta, Venice, and Brindisi, to Egypt, India, Ceylon, Burma, Straits, China, Japan, Australia, New Zealand, Tasmania, and Queensland.

Queensland Royal Mail London to Naples, Egypt, Java, and Queensland.

Shaw, Savill, and Albion from London and Plymouth to Teneriffe, Cape Town, Tasmania, New Zealand, and Australia.

Shire (Japan) from London to Straits, China, and Japan.

Wilson from Hull to Bombay and Karachi.

Cook's "Ocean Sailing List, with Hints to Intending Travellers by Sea" (gratis), furnishes full information regarding fares and dates of sailing of steamers, etc., to all parts of the world.

FARES FROM LONDON TO INDIA.

ROUTES TO BOMBAY, KARACHI, CEYLON,* MADRAS, OR CALCUTTA.

	1st Cl.	2nd Cl.
	£ s. d	£ s. d.
1. London (Tilbury), P. & O. Steamer, Gibraltar, Malta, Port Said, and Aden.		
Single Journey	55 0 0	37 10 0
Return, available for 4 months	85 0 0	57 0 0
" " 6 "	87 10 0	59 0 0
" " 12 "	90 0 0	61 0 0
2. London, Paris, Turin, Bologna, Ancona, Brindisi, P. & O. Steamer, Port Said, Ismailia, Suez, and Aden.		
Via Calais. Single Journey	61 18 11	38 5 5
Via Calais. Return, available for 4 months	99 1 3	63 15 3
Via Calais. " " 6 "	101 11 3	65 15 3
Via Calais. " " 12 "	104 1 3	67 15 3
Via Dieppe. Single Journey	60 16 6	37 11 6
Via Dieppe. Return, available for 4 months	96 13 0	62 2 9
Via Dieppe. " " 6 "	99 3 0	64 2 9
Via Dieppe. " " 12 "	101 13 0	66 2 9
3. London, Paris, Turin, Genoa, Pisa, Rome, Naples, Taranto, Brindisi; P. & O. Steamer, Port Said, Ismailia, Suez, and Aden.		
Via Calais. Single Journey	62 18 6	38 18 6
Via Calais. Return, available for 4 months	100 18 3	65 1 3
Via Calais. " " 6 "	103 8 3	67 1 3
Via Calais. " " 12 "	105 18 3	69 1 3
Via Dieppe. Single Journey	61 15 1	38 4 6
Via Dieppe. Return, available for 4 months	98 10 6	63 9 0
Via Dieppe. " " 6 "	101 0 0	65 9 0
Via Dieppe. " " 12 "	103 10 0	67 9 0
4. London, Cologne, Mayence, Stuttgart, Munich, Innsbruck, Verona, Bologna, Ancona, Brindisi; P. & O. Steamer, Port Said, Ismailia, Suez, and Aden.		
Via Harwich and Rotterdam. Single Journey	62 7 9	38 15 9
Via Harwich and Rotterdam. Return, available for 4 months	99 15 6	64 11 6
Via Harwich and Rotterdam. " " 6 "	102 5 6	66 11 6
Via Harwich and Rotterdam. " " 12 "	104 15 6	68 11 6
Via Flushing and Venlo. Single Journey	62 4 0	38 12 3
Via Flushing and Venlo. Return, available for 4 months	99 7 9	64 4 3
Via Flushing and Venlo. " " 6 "	101 17 9	66 4 3
Via Flushing and Venlo. " " 12 "	104 7 9	68 4 3
Via Calais. Single Journey	63 5 0	39 10 0
Via Calais. Return, available for 4 months	101 6 0	65 15 0
Via Calais. " " 6 "	103 16 0	67 15 0
Via Calais. " " 12 "	106 6 0	69 15 0

Fares subject to change.

* The 1st class Single Fares to Ceylon are £2 10s. lower than those to Bombay, etc., other rates same as shown above.

FARES FROM LONDON TO INDIA—*continued.*

		1st Cl. £ s. d.	2nd Cl. £ s. d.
Via Ostend.	Single Journey	62 13 0	39 2 6
	Return, available for 4 months ...	100 5 0	65 3 0
	" " 6 " ...	102 15 0	67 3 0
	" " 12 " ...	105 5 0	69 3 0

ROUTES TO BOMBAY.

		1st Cl. £ s. d.	2nd Cl. £ s. d.
5. London, Paris, Turin, Genoa; thence by "Italian" G. S. N. Co.'s Steamer to Bombay.			
Via Calais.	Single Journey	47 6 5	32 0 8
	Return, available for 3 months ...	80 17 0	54 17 0
	" " 6 " ...	86 17 0	58 18 0
	" " 12 " ...	90 17 0	61 12 0
Via Dieppe.	Single Journey	46 4 6	31 4 0
	Return, available for 3 months ...	78 8 6	53 5 0
	" " 6 " ...	84 8 6	57 6 0
	" " 12 " ...	88 8 6	60 0 0
6. London, Paris, Turin, Genoa, Pisa, Rome, Naples; thence by "Italian" G. S. N. Co.'s Steamer to Bombay.			
Via Calais.	Single Journey	51 0 8	34 12 8
	Return, available for 3 months ...	88 5 0	60 0 9
	" " 6 " ...	94 5 0	64 1 9
	" " 12 " ...	98 5 0	66 15 9
Via Dieppe.	Single Journey	49 17 0	33 19 0
	Return, available for 3 months ...	85 15 0	58 8 6
	" " 6 " ...	91 15 0	62 9 6
	" " 12 " ...	95 15 0	65 3 6
7. London, Calais, Laon, Bale, St. Gothard, Milan, Venice, Trieste; thence Austrian-Lloyd's Steamer to Bombay.			
Via Calais.	Single Journey	52 0 0	34 0 0
	Return, available for 6 months ...	85 0 0	55 0 0
8. From Liverpool, by "Anchor" Line Steamer, to Bombay.		35 0 0	.....
	Single Journey	45 0 0	.....
	Return, available for 4 months ...	75 0 0	.....
	" " 6 " ...	77 10 0	.....
	" " 12 " ...	80 0 0	.....
9. From Liverpool, by "City" Line Steamer, to Bombay.			
	Single Journey	45 0 0	.....
	Return, available for 4 months ...	75 0 0	.....
	" " 6 " ...	77 10 0	.....
	" " 12 " ...	80 0 0	.....
10. From Liverpool, by "Hall" Line Steamer, to Bombay.			
	Single Journey	47 10 0	30 0 0
	Return, available for 4 months ...	75 0 0	47 0 0
	" " 6 " ...	77 10 0	49 0 0
	" " 12 " ...	80 0 0	51 0 0

Fares subject to change.

FARES FROM LONDON TO INDIA—*continued.*

	1st Cl. £ s. d.	2nd Cl. £ s. d.
11. Messageries.		
Single Journey	53 0 0	36 0 0
Return, available for 6 months ...	87 12 0	59 12 0
" " 12 " ...	90 0 0	61 4 0

ROUTES TO KARACHI.

	1st Cl. £ s. d.	2nd Cl. £ s. d.
12. From Liverpool, by "City" Line Steamer, to Karachi.		
Single Journey	45 0 0	.....
Return, available for 4 months ...	75 0 0	.....
" " 6 " ...	77 10 0	.....
" " 12 " ...	80 0 0	.....
13. From Liverpool, by "Hall" Line Steamer, to Karachi.		
Single Journey	47 10 0	30 0 0
Return, available for 4 months ...	75 0 0	47 0 0
" " 6 " ...	77 10 0	49 0 0
" " 12 " ...	80 0 0	51 0 0

ROUTES TO CALCUTTA.

	1st Cl. £ s. d.	2nd Cl. £ s. d.
14. From Liverpool, by "Anchor" Line Steamer, to Calcutta.		
Single Journey	35 0 0 / 45 0 0	..... / .....
Return, available for 4 months ...	75 0 0	.....
" " 6 " ...	77 10 0	.....
" " 12 " ...	80 0 0	.....
15. From London, by "British India" Line Steamer, to Calcutta.		
Single Journey	47 10 0 / 52 10 0	..... / 32 0 0
16. From Liverpool, by "City" Line Steamer, to Calcutta.		
Single Journey	45 0 0	.....
Return, available for 4 months ...	75 0 0	.....
" " 6 " ...	77 10 0	.....
" " 12 " ...	80 0 0	.....

Fares subject to change.

FARES FROM LONDON TO INDIA—*continued.*

ROUTES TO RANGOON.

	1st Cl. £ s. d.	2nd Cl.
17. From Liverpool, by "Bibby" Line Steamer, to Rangoon. Single Journey	50 0 0	
18. From Liverpool, by "Patrick Henderson" Line Steamer, to Rangoon. Single Journey	...	£30 0 0
Also by all lines to Calcutta, Madras, or Bombay, thence "British India" Line to Rangoon.		
19. From Tilbury, by P. & O. to Ceylon, Madras, or Calcutta, thence by "British India" Line to Rangoon. Single Journey	58 0 0	
20. From Tilbury, by P. & O. to Bombay, Rail to Madras, thence by "British India" Line to Rangoon. Single Journey	60 0 0	£38 to £40 10s.
Return, available for 4 months ...	92 10 0	£58 to £63.
" " 6 " ...	95 0 0	£60 to £65.
" " 12 " ...	97 10 0	£62 to £67.

Rates to Colombo, Madras, and other Indian Ports, also by other Lines with occasional sailings to Bombay, etc., quoted on application.

Fares subject to change.

The above are merely shown as examples of the numerous combinations in which tickets are issued by us. Fares for any other routes or lines, or to go by one route and return by another, will be quoted upon application. Passengers holding Return Tickets by the P. & O. S. N. Co. to Bombay, Calcutta, or Madras, may return from any one of these ports.

PASSENGER ARRANGEMENTS.

At our Chief Office, Ludgate Circus, and at any of our Branch Offices, passages can be booked, and berths secured by all lines of steamers, and plans of vessels can be inspected.

Passengers proceeding to India by long-sea route from London are informed that the

P. & O. Steamers leave the Royal Albert Docks, London, or Tilbury,

For Bombay (connecting there with the local Steamer for Karachi), Madras, and Rangoon, *via* Bombay, usually every Thursday.

For Colombo, Calcutta, Straits, China, and Japan, every alternate Thursday or Friday.

,, Australia (connecting with local Steamers for New Zealand and Tasmania), every alternate Thursday.

A Special Train leaves Liverpool Street Station on the morning of the day of sailing, to convey passengers and their friends to the vessel.

Tickets for this train can be obtained at the Station, by passengers and friends—rates as follows :—

TO THE ROYAL ALBERT DOCKS.

	First Class.		Second Class.
Single	1s. 6d.	Single	1s. 3d.
Return	2s. 0d.	Return	1s. 6d.

TO TILBURY.

	First Class.		Second Class.
Single	2s. 6d.	Single	2s. 0d.
Return	3s. 3d.	Return	2s. 9d.

The British India Steamers leave the Royal Albert Docks (London),

For Calcutta every alternate Friday.

,, Karachi and Bombay, as occasion may require.

,, East Africa, every fourth Thursday or Friday.

,, Mauritius, every fourth Thursday or Friday.

,, Java and Queensland, about every three weeks.

Passengers embark at Royal Albert Docks or at Gravesend.

The Orient Steamers leave Tilbury Docks,

For Colombo and Australia, every alternate Friday. Embarkation by Special Train from St. Pancras Station.

Tickets for this Train can be obtained at the Station, by passengers and friends, as follows :—

	First Class.		Third Class.
Single	3s. 3d.	Single	2s. 6d.
Return	3s. 9d.	Return	2s. 9d.

By the Special Trains arrangements are made for the con-

veyance, free, of hand-baggage only. Other baggage is subject to an extra charge.

The time and place of embarkation of most of the other lines from London and from Liverpool usually depend on the tide, and such arrangements are frequently not definitely made until about a week before the date of sailing. Baggage, however, can generally be collected by us, and sent in advance to the loading berth of the Line. In these matters we are always in a position, and at all times happy, to afford latest and reliable information.

SPECIAL NOTICE TO BRINDISI PASSENGERS.

1. **Notice to Passengers who proceed by the P. & O. Calais-Brindisi Express, *via* Mont Cenis.**—A Special Train leaves London (Victoria Station, London, Chatham, and Dover Railway, and Charing Cross Station, South Eastern Railway) at 9 p.m. each Friday, connecting at Calais with the Peninsular Express proceeding direct to Brindisi, without calling at Paris, and is due at Brindisi at 4.45 p.m. on Sunday, there being no change of carriage between Calais and Brindisi. This service consists of a Restaurant Car, fitted with all necessary appliances for cooking, hot meals being served in the dining saloon during the transit, in the same manner and style as in the best Continental and English services; and Sleeping Cars provided with every convenience for the journey—the whole being of the most modern description. The fare, including Railway Ticket, £13 2s. 4d., and Sleeping Berth between Calais and Brindisi, £4 10s. 4d., is £17 12s. 8d. (Meals extra.)

A similar Train leaves Brindisi every week immediately after the arrival of the P. & O. Mail Steamer at Brindisi with the India, China, and Australian Mails, see pp. 126-128.

The P. & O. Express Train takes the place of the Indian Mail Service, and no passengers are conveyed by the Indian Mail Train, which reaches Brindisi shortly after the Special Train.

In the interests of travellers no luggage will be admitted

into the Sleeping Car itself under any circumstances, excepting a hand-bag (which must not exceed 20 inches long, by 12 inches wide, by 10 inches high) and a bundle of rugs, so that these may go in the space provided under the berth. *The bag, etc., taken into the car is usually subject to examination at Modane by the Customs authorities.*

Through Registration of OUTWARD Baggage to Italy by the P. & O. Brindisi Express.—Passengers, by special arrangement, are now able to register their Luggage through from London to Brindisi at Victoria by the P. & O. Express on each Friday evening, thus avoiding all trouble and Customs' examinations *en route*, provided—(1) they hold the Special Railway Ticket issued for this Service, the price of which will include the free conveyance of 30 kilos. of baggage (say 66 lbs.) on both the French and Italian lines; or (2) if they hold the Company's Special Brindisi Return Ticket, have the same stamped at the P. & O. Company's Offices as being "Excessed for 30 kilos. of free baggage across the Continent," for the conveyance of which 30 kilos. an extra charge of lire 16.20 (=12s. 11d.) is made on this account.

If Passengers by the P. & O. Train have with them, on registering their baggage through to Brindisi, a greater weight than 66 lbs., the excess charged at the departure Station is as follows: above 30 kilos. each increase in the charge is per 10 kilos., viz., 12 fcs. per 10 kilos.

On the Italian and French Railways the amount allowed free is limited to 66 lbs. only, as previously mentioned, and Passengers by the P. & O. Express should therefore ship their Heavy Baggage in the Steamer from London.

The above notice has no reference to the examination of hand-bags, &c., in the Car, which, it is understood, will take place at Modane.

2. **Special Notice to Passengers who do not travel by the above-mentioned P. & O. Brindisi Express.**—Passengers travelling by Ordinary Express Train, other than the above, must leave London not later than Thursday

evening. Passengers are often under the impression that luggage by Ordinary Trains is not examined *en route*. This is not so, and they must be present at the Customs' examination of their baggage, which, in the case of passengers proceeding by Ordinary Trains *via* the Mont Cenis, takes place at TURIN, or in the case of passengers proceeding *via* the St. Gothard, at CHIASSO, otherwise it will be detained there, and will miss the steamer.

There is no Registration of baggage through to Brindisi by Ordinary Trains.

All baggage (whether registered or not) by the St. Gothard route to Brindisi will be examined at CHIASSO, and the passenger must be present at this examination, otherwise the baggage will remain there.

On the Italian Railways there is no free allowance of baggage, and the charge from Modane to Brindisi is 4s. 4d. per 20 lbs., but between London and Modane 56 lbs. are allowed free, any excess above such 56 lbs. being charged at the rate of 5s. 3d. for each 20 lbs., or part of 20 lbs. (See p. 126.) Passengers should ship their heavy baggage in the Steamer from London.

At Brindisi our Interpreter, in uniform, will be in attendance and render assistance to passengers, and will also accompany them to the steamer, and see that they are not annoyed or imposed upon in any way.

Railway Tickets issued at any of our Offices, and Sleeping Car Tickets can be procured through any of our Offices.

BAGGAGE REGULATIONS.

We arrange for the collection and shipment of baggage by all lines of steamers at a moderate charge. Heavy baggage should be on board at latest on the day previous to the vessel leaving the Docks.

Instructions to collect baggage should reach us not later than four days previous to sailing, and all baggage or parcels sent to us for shipment should be delivered at our Offices four days in advance of sailing date. Coloured labels showing the port at which baggage is to be landed will be supplied, and passengers

are advised to place two of these labels on each package before sending same for shipment. All old labels should be removed or obliterated. Printed labels for address, "Cabin," "Hold," etc., will be supplied by us on application.

The baggage of passengers must contain only their personal effects. Packages containing jewellery, plate, and other valuables must be specially declared and registered prior to shipment, and freight paid thereon. Any infringement of these regulations will subject the packages to detention for freight by the Company's agents.

Passengers to India are allowed the following amounts of personal baggage free of charge :—

	P. & O.	B. I.	Orient.	Other Lines, usually.
First Class	336 lbs.	336 lbs.	40 cub. ft.	40 cub. ft.
Second Class	168 ,,	168 ,,	20 ,,	
Children (paying half fare)	Half.	Half.	Half.	Half.
Extra baggage per 112 lbs.	10s.	10s.	...	...
Extra per cubic foot	...	...	1s. 6d.	1s.

All Baggage carried at sea is at the passengers' sole risk, unless insured.

BAGGAGE INSURANCE (GREAT BRITAIN).

We are in a position to offer exceptional advantages to travellers using our Tickets for the Insurance of their baggage against loss.

The Insurance not only covers the baggage whilst being conveyed by sea, but also covers it whilst travelling on land, staying in hotels, etc., against loss, including theft and pilfering, fire, and damage by sea water.

The Insurance is effected for a given time, as shown below, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and in fact, in any place in which it

may be during the journey. Partial loss of baggage is covered by the Insurance.

RATES.

	14 days' premium and duty.	21 days' premium and duty.	30 days' premium and duty.	45 days' premium and duty.	60 days' premium and duty
	s. d.	s. d.	s. d.	s. d.	s. d.
£20	1 9	2 6	3 3	4 3	5 3
£30	2 6	3 8	4 9	6 3	7 9
£40	3 3	4 9	6 3	8 3	10 3
£50	4 0	5 11	7 9	10 3	12 9
£75	5 11	8 9	11 6	15 3	19 0
£100	7 9	11 6	15 3	20 3	25 3

	75 days' premium and duty.	90 days' premium and duty.	Not exceeding 6 months' premium and duty.	Not exceeding 9 months' premium and duty.	Not exceeding 12 months' premium and duty.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
£20 ..	0 6 3	0 7 3	0 12 3	0 16 6	1 0 6
£30 ...	0 9 3	0 10 6	0 18 3	1 4 6	1 10 6
£40 ...	0 12 3	0 14 3	1 4 3	1 12 6	2 0 6
£50 ...	0 15 3	0 17 9	1 10 3	2 0 6	2 10 6
£75 .	1 2 9	1 6 6	2 5 3	3 0 6	3 15 6
£100 ...	1 10 3	1 15 3	3 0 3	4 0 6	5 0 6

Intermediate or larger amounts pro rata.

Considering the low rates as shown above, and the extent to which baggage is covered by this Insurance, the great advantage of insuring will be readily seen.

Specimen claims paid under this system of Insurance :—

	£	s.	d.
Straps stolen off bag	0	2	6
Macintosh, etc., attached to horse, lost in Palestine	2	1	6
Flask lost in train whilst travelling between Venice and Paris	1	11	0
Jewellery lost on journey	16	0	0
Opera glasses stolen	2	10	0
Coat stolen from hall of hotel	4	4	0
Wearing apparel lost on voyage to South Africa	5	5	0
Total loss of baggage owing to sinking of steamer	100	0	0

In addition to the above, Insurance can be effected on

baggage and personal effects, at our offices, by Marine Policies at the following rates per cent, including stamp, namely:—

FROM LONDON OR SOUTHAMPTON.	F.P.A.	All risks.
	s. d.	s. d.
To Gibraltar	2 6	5 0
,, Mediterranean Ports (excluding Egyptian)	5 0	7 6
,, Egyptian Ports	7 6	10 0
,, Aden	7 6	12 6
,, Bombay or Colombo	10 0	15 6
,, Kurrachee, Madras or Calcutta (*via* Bombay or by Sea)...	12 6	17 6
,, Straits Settlements	15 0	20 0
,, Hong Kong or Shanghai	20 0	25 0
,, Japanese Ports...	22 6	27 6
,, Australian Ports	15 0	20 0
,, Indian and Australian Ports	22 6	27 6
,, New Zealand or Tasmanian Ports or Brisbane	20 0	25 0
,, Lisbon or Vigo...	2 6	5 0
,, Madeira, Teneriffe, or Las Palmas, direct	3 6	6 0
,, St. Vincent, Cape de Verd	5 0	7 6
,, Any of the West Indian Islands ...) ,, Demerara, or Spanish Main ...)	10 0	15 0
,, Any Port in the Gulf of Mexico	12 6	17 6
,, Any Port in the Brazils	10 6	15 0
,, Monte Video, River Plate or Buenos Ayres	12 6	17 6
,, Any Central American Pacific, or South Pacific Port (and during transit across the Isthmus)	20 0	25 0
,, San Francisco (Do.)	25 0	30 0
,, St. Helena (direct) or Cape Town... ...	7 6	10 0
,, Mossel Bay, Kuysna or Algoa Bay) ,, East London or Port Natal... ...)	10 0	15 0
,, Delagoa Bay	12 6	17 6
,, Inhambane, Beira (Pungwe River), Chinde (Zambesi River direct) or Quillimane	15 0	20 0
,, Mozambique, Zanzibar, or Ibo	20 0	25 0
	Minimum 2s.	

THOS. COOK & SON'S FORWARDING DEPARTMENT.

Baggage etc., collected and Shipped in London, and in all the large Provincial Towns, by our Agents; also in Paris and the chief Continental Cities.

Baggage on homeward bound steamers cleared and forwarded to destination by our Agents at all ports of call, as well as at the terminal ports.

Further information free on application to

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON.

QUANTITY OF MILITARY BAGGAGE

Allowed to Military Officers when Travelling by Trooper or at Government Expense.

(Under Cl. 185, Army Circulars, 1878) by Land or Sea, at Home or Abroad; except when on service in the Field.)

Extract from para. 22, section 16, Queen's Regulations:—

"The articles which compose the baggage are to be so arranged that the weight of any one package will in no case exceed 3 cwt. The size of packages is not to exceed 3 ft. 6 in. in length, 2 ft. in width, and 1 ft. 3 in. in depth."

Rank or Relative Army Rank.	Staff. cwt.	Cavlry. cwt.	Artlry. cwt.	Engs. cwt.	Inftry. cwt.	A.S.C. cwt.
General	40	—	—	—	—	—
Lieut.-General ...	36	—	—	—	—	—
Major-General ...	36	—	—	—	—	—
Brigadier-General ...	30	—	—	—	—	—
*Colonel	30	—	25	27	—	According to Rel. Rank.
*Lieut.-Colonel ...	20	18	18	20	18	
*Major	18	15	15	17	15	
Captain	12	10	10	12	10	
Lieutenant	12	9	9	11	9	
Sub.-Lieutenant ...	12	9	9	11	9	
Medical Officers ...	According to Relative Rank.					
Ditto, for Pro. Books.	2	2	2	2	2	
Paymasters	According to Relative Rank.					
Ditto, for Books ...	5	5	5	5	5	—
Attestations, if car. ...	—	3	3	3	3	—
Quartermasters ...	—	9	9	11	9	—
Ditto, for Books ...	—	2	2	2	2	—
Riding Master ...	—	9	9	9	—	6
Ditto, Stores ...	—	1	1	—	—	—
Veterinary Surgeon ...	According to Relative Rank.					
Mounted Officers (for saddlery)	2 cwt. for one horse, and 1 cwt. for each additional horse allowed.					

The following Officers will be permitted certain additions to the weight specified in Paragraph 1, viz:—Officers of the Royal Engineers, Medical Officers, and Chaplains to the Forces, 2 cwt.; Vet. Surgeons and Sub-Inspectors of Schools, 1 cwt.

* Colonels and Lieut.-Colonels, when proceeding to India, allowed 2 cwts. less than when travelling by land, and Majors 1 cwt. less.

	Staff cwt.	Reg. cwt.
Non.-Com. Officers, Class 1 { Unmarried ... / Married, add	2 / 1	... 2
Ditto, Classes 2 and 3	1	... ½
Ditto, ditto, additional if married	1	... 1
Schoolmaster, for books	—	... 1
Schoolmistress, for books	—	... 1
Married families of rank and file	—	... 1

When proceeding by sea, if their passage is provided at the public expense, Officers' families are allowed the following additional baggage :—

	Regt. cwt.
Each Officer's wife, with children under 14 years	6
,, ,, son, over 14 and under 16 ...	½
,, ,, daughter, unmarried, over 14 years	½

Officers who entered the late Store Service before the 1st of January, 1857, and Officers who held the appointment of Barrack Master before 7th February, 1860, are allowed for furniture in addition to that allowed for the relative rank :—

	Cwt.		Cwt.
Above a Captain, not exceeding	60	For his wife	15
For his wife	20	For his children ...	15
For his children ...	20	Subaltern, not exceeding	30
Captain, not exceeding	40	For his wife	10
		For his children ...	10

Secretary of State's Instructions on foregoing Quantities.

The quantity of Baggage allowed for Officers includes for furniture as follows :—

	Cwt.
Colonel and Lieutenant-Colonel	10
Major	8
Junior ranks	5

In particular cases where the conveyance of Furniture is unnecessary, the weight of Baggage will be reduced accordingly.

G.O. 131.—EMBARKATIONS, REGIMENTAL BAGGAGE.

All Military Baggage must be carried in rectangular boxes, to be made in accordance with patterns which have been approved and deposited in the pattern room at the Royal Army Clothing Factory, Pimlico.

The Boxes are four in number, of the following dimensions outside measurement :—

No. 1. 3 ft. 6 in. by 2 ft. 2 in. by 2 ft.	... 15 cubic ft.,	or 3	cwt. of bag.
No. 2. 3 ft. 4 in. by 1 ft. 10 in. by 1 ft. 8 in...	10 „	2	„
No. 3. 2 ft. 6 in. by 2 ft. 0 in. by 1 ft.	... 5 „	1	„
No. 4. 2 ft. 2 in. by 1 ft. 2 in. by 1 ft.	... 2½ „	0½	„

No Baggage will be accepted for shipment with troops embarking which does not conform to this regulation. Casks, vats, crates, hampers, and similar packages, are altogether prohibited, as also are padlocks.

Cases at present in possession of Officers may be retained if approved by the Commanding Officer and marked with the number of the nearest equivalent pattern, but not to exceed 15 cubic feet. New cases when required must be according to regulation.

LETTERS AND TELEGRAMS.

The P. & O. Company's ships do not always call at Suez either outwards or homewards. Passengers by other lines of steamers should request their friends to direct Letters or Telegrams to the care of our Agent.

Letters to overtake outward Passengers proceeding in ships calling at Naples should be posted to the care of our Agent, Piazza dei Martiri, in sufficient time to be delivered in Naples on the morning of the day of the Steamer's departure thence.

Letters to overtake outward Passengers calling at Marseilles should be posted to the care of our Agent, 43, Rue Noailles, in sufficient time to be delivered in Marseilles on the morning of the day of the Steamer's departure thence.

Telegrams, announcing the safe arrival of passengers, can be sent home to friends at the following rates, viz. :—

Calcutta, Madras, Bombay, or Ceylon ...	£0 10 0
Straits, China, or Japan	1 0 0
Australia (excepting Queensland)... ...	0 10 0
New Zealand and Queensland	1 0 0

The charge must be paid to us before departure, and the full address of the person to whom the arrival is to be announced must be furnished.

Telegrams for passengers *en route* may be sent to the care of our Southampton, Plymouth, Gibraltar, Malta, Marseilles, Genoa, Naples, Venice, Brindisi, Port Said, Ismailia, or Suez, etc., offices or agencies, when they will be delivered immediately upon the arrival of the vessel; *care should be taken to ascertain that the steamer will call at the port to which Telegrams may be sent.*

TELEGRAPHIC RATES FROM ENGLAND.

Telegrams are sent by the Submarine, Eastern, American, and other Companies, at various rates. The lowest charges *per word* (including name and address) between the United Kingdom and the following countries are:—Algiers, 3d.; Austria-Hungary, 3d.; Belgium, 2d.; Denmark, 3½d.; France, 2d.; Gibraltar, 3½d.; Greece, 6½d.; Italy, 3d.; Malta, 6d.; Norway, 3½d.; Portugal, 3½d.; Roumania and Servia, 4d.; Russia, 5d.; Spain, 3½d.; Sweden, 4d.; Switzerland, 3d.; Turkey, 6½d. to 11d.; Aden, 3s. 9d.; Australia, 4s. 7d. to 5s. 1d.; Brazil, Pernambuco, 3s. 6d., other places, 4s. 0d. to 6s. 6d.; Canada, 1s. to 1s. 6d.; Cape Town, 5s., other places, 5s. 2d.; Ceylon, 3s. 9d.; China, Macao, 5s. 9d.; other places, 5s. 6d.; Alexandria, 1s. 7d.; Egypt (Lower), 1s. 10d., other places, 2s. to 2s. 6d.; Germany, 2d.; Holland, 2d.; India, 3s. 8d.; (British Burma, 3s. 10d.); Japan, 6s. 2d. to 7s. 7d.; Java, 4s. 10d.; Madeira, 1s. 2d.; Mauritius, 5s.; New Zealand, 5s.; Penang, 4s. 3d.; Singapore, 4s. 3d.; United States, 1s. to 1s. 6d.; West Indies, 2s. 8d. to 7s. 5d. (See also p. 101.)

PORTS OF CALL AT WHICH WE HAVE BRANCH OFFICES, AGENCIES, OR CORRESPONDENTS.

SOUTHAMPTON.

Office.—31, High Street, Southampton.

Hotel.—Royal.

Southampton, 78¼ miles from London, is served by a frequent service of trains on the London and South Western Railway Company, also by the same Company to the West of England. The Midland, and Great Western Railway Com-

panies afford communication from Southampton with the Northern, Midland, and Western Counties.

The hired Transports Nubia, Simla, Idunga, Avoca, Dilwarra, Dunera, etc., which have taken the place of H.M.'s Troopships, embark their troops at Southampton, where our Representative will arrange for the collection and Shipment of baggage, and will receive or forward letters, telegrams, etc., for passengers. The labels hitherto in use for baggage shipped in the Troopships are also required in the Transports, and can be supplied at our Offices. *On page 21 will be found particulars of baggage allowance to Officers travelling at Government expense.*

The Transports from India bound for Southampton are met on arrival by our Representative, for the purpose of rendering assistance to passengers, and to take delivery of baggage (and keys) for customs' clearance, and despatch to destination. Telegrams or letters sent to our care will be disposed of according to instructions. Forms for reporting arrival, if not previously obtained, will be supplied to Government Officials.

The steamers of the Royal Mail Steam Packet Company (West Indies, Central and South America); Castle Line (Madeira, Cape, etc.); Union Line (Madeira, Cape); American Line (New York); North German Lloyd (New York), (Monte Video and Buenos Ayres), (the Straits, China, and Japan), (Australia); of the Hamburg-American Line (New York); of the Japan Mail S. S. Co. (Straits, China, Japan); of the Netherlands S. S. Co. (Batavia, Samarang, Padang); call and are visited on arrival by our Representative to assist passengers in landing or embarking.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

PLYMOUTH.

Sub-Agents.—Midland Railway Office, 3, Russell Street.
Messrs. Spearman and Spearman, 19, George Street.

Hotel.—Duke of Cornwall.

The outward bound P. & O. Steamers do *not* touch at

Plymouth; but the homeward steamers call there to land passengers, mails, and specie.

The Orient Line steamers, outward and homeward, call at Plymouth; as also do those of the New Zealand Shipping Co., and the Shaw, Savill, and Albion Line; "British India" steamers; also those of the Royal Mail Line (West Indies) call on the homeward voyage.

The Great Western and the South Western Railway Companies now allow the friends of Ocean Passengers who land at Plymouth to travel between London and all stations on the Main Line and Plymouth at a single fare for the double journey, according to class, upon production of a voucher certifying that the persons in whose favour they are given will be travelling for the sole purpose of meeting Ocean Passengers landing at that port. Vouchers can be obtained at our Offices.

Note.—Landing, baggage, and railway arrangements, etc., for *homeward* passengers are fully explained on pp. 134-137.

GIBRALTAR.

Office.—Waterport Street (Corner of Parliament Lane).

Hotels.—Royal, Calpe.

Distance from London by sea, 1299 miles, duration of voyage, 4-5 days. Distance overland from London, 1660 miles, time occupied, 62-70 hours. There is a new train leaving Gibraltar once a week, with through sleeping and dining cars, to Calais. Time about 56 hours. Through tickets can only be obtained at our office. Local time, 21 minutes after Greenwich.

Gibraltar is a free port, and an important place of call for steamers, some 5000 vessels entering the harbour during the year. The P. & O., Orient, Anchor, and other lines of steamers call, and there are local steamers to Cadiz, Tangier, Oran, Malaga, etc.

Passengers under ordinary circumstances are conveyed to or from the shore (Ragged Staff) in boats at a charge of 1s. each person. P. & O. passengers can obtain boat tickets on board.

Carriages can be hired with one horse at 1s. 6d. an hour, for two persons; 6d. each half-hour, or part of.

The **Currency** is Spanish, but English money is taken at a varying premium.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office.

Postage to England, Pesetas 0.25 per ½ oz.; to any part of Spain, pts. 0.10; to India, Ceylon, China, Australia, pts. 0.40. Gibraltar stamps. **Telegrams** to London, pts. 0.45 per word; to Egypt, 1 peseta 90 centesimos; to India, 5p.; to Hong Kong, 8p. 50c.; to Japan, 13p. 35c.; to Australia, 5p. 95c.—11p. 50c.; to New Zealand, 6p. 45c.

Our Interpreter assists passengers on board or on shore.

Baggage, etc., forwarded to all parts.

During the steamer's short stay there is little time for visiting the town and fortifications. The view of the celebrated Rock and fortress on entering the bay from the westward is very striking. The "Rock" rises to a height of 1396 feet, and its length from north to south is nearly 3 miles. No permit required to visit the Lower Galleries, but the public are not admitted to the Upper Galleries, St. Michael's Cave, and the Signal Stations, without special permission from one of the Officers in the garrison. A ride from the Landing Place to the British Lines and Racecourse, where a fine view of the Spanish side of the Rock is obtainable, is an interesting and short excursion.

ALGIERS.

Office.—3, Boulevard de la République.
Hotels.—Kirsch (Mustapha), St. George (Mustapha), Grand (Mustapha), Splendid (Mustapha), Europe, Etrangers, Regence, Grase Oasis.

Distance from Liverpool by sea, 1685 miles. Distance from London by rail to Marseilles, and Steamer to Algiers, 1318 miles. Local time as in France (Paris).

Algiers is a charming city and seaport, the capital of the French territory of Algeria, built in the form of an amphitheatre. The palaces, synagogues, mosques, bazaars, museums, clubs, and hotels are centrally situated in the city; and in the suburbs will

be found villas, hotels, etc., amidst olive, orange, pomegranate, and palm trees, overlooking the town.

The "Moss" Line Steamers, fortnightly from Liverpool, call at Algiers in the winter season. Fares, £10 First Class, £8 Second.

The "Papayanni" Line call occasionally *en route* for Egypt.

Postage to England, India, and America, 2½d. on Letters, 1d. on Newspapers.

Telegrams between Algiers and England, 3d. per word; to New York, 1s. 1d.; to France, 1d. a word, minimum 1 franc.

On arrival, Passengers generally disembark at the landing stage: the fee for landing in boats is 3d. per person, and 2d. for each article of baggage. At night prices are doubled.

Baggage, etc., cleared and forwarded to all parts.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office.

Travellers are advised to change all Algerian notes for French notes or gold before leaving the country.

"Murray's Guide to Algeria and Tunis," price 10s. 6d., is recommended.

MALTA.

Office.—308, Strada Reale, Valetta.

Hotels.—Dunsford's, Grand, Imperial (Valetta), and Imperial at Sliema.

Distance from London, 2280 miles. Local time, 58 minutes before Greenwich. Population of the island, 170,500, not counting a large English garrison. The language spoken is a mixture of Italian and Arabic. The hotel keepers and many of the shopkeepers speak English. Malta is celebrated for its lace, gold and silver filigree work; and being a free port there is no duty on tobacco.

The principal places to be visited during a short stay are the Governor's Palace, the richly decorated Church of St. John, the Opera House, and the Forts. There is a railway from Valetta to Citta Vecchia, in the centre of the island.

Steamers belonging to various of the great lines call at Malta, both outward and homeward, to land passengers, mails, etc.,

and to coal. Steamers run almost daily from Malta to Sicily, and weekly to Naples, Tunis, and Tripoli. The P. & O. Co. maintain a fortnightly service from Malta to Brindisi.

The P. & O. steamers anchor in the Quarantine Harbour; other steamers anchor in the Grand Harbour, and passengers land at the Custom House.

Boat Hire.—In the Quarantine Harbour 1s., and 6d. for luggage, per boat; in the Great Harbour 6d., and 3d. for luggage, per boat; the fares are doubled at night.

Carriage Hire.—Two-horse carriage per hour 2s. 3d. during the day, and 3s. 5d. after dark; one-horse, 1s. 6d. and 2s. 3d. respectively; for a long drive, a bargain should be made.

The cost of a telegram to or from Great Britain is 6d. per word. To Egypt: Alexandria, 1s. 1d.; other places, 1s. 4d. To India, 4s. To Burma, 4s. 2d. To Ceylon, 4s. 1d. To China, 7s. To Australia, 4s.—9s. 5d. New Zealand, 10s. 2d.

Mails to England are despatched every day except Sunday, postage 2½d.; time to London, four to five days; Malta stamps only available. Postage to Egypt and India, 2½d.

Our Interpreter boards the Mail steamers, to render assistance to passengers, to afford information, forward telegrams, etc.

Baggage collected and forwarded according to instructions.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office, 308, Strada Reale.

MARSEILLES.

Office.—43, Rue Noailles.

Hotel.—Grand Hotel du Louvre et de la Paix.

Distance from London by sea, 1993 miles. By train the journey may be accomplished in 24 hours. Paris time is kept.

Marseilles is the most flourishing commercial port of France. Population 400,000. The spacious Docks, the Cathedral, the Bourse, the Church of Notre Dame de la Garde may be visited, and a drive along the coast, returning by the beautiful Prado Avenue to the Cannebière or to the steamer, may be accomplished in a few hours.

P. & O. Steamers to and from the East make Marseilles their principal port of call in the Mediterranean, and special trains are run between London and Marseilles, in connection with this service.

P. & O. Steamers leave every week for Egypt, Aden, and Bombay; also for Gibraltar and London; and every fortnight for Colombo, Straits, China, Japan, and Australasia.

The Bibby Line steamers for Burma, Colombo, and Egypt, and of the Orient Line for Egypt, Colombo, and Australia, call regularly outward and homeward; the Hall Line steamers call when sufficient inducement offers, as also those of the Anchor Line.

The Messageries Maritimes steamers sail every 28 days to Bombay direct; every 28 days to Egypt, Bombay, Ceylon, Straits, China, and Japan; every 28 days to Djibouti, Ceylon, Straits, China, and Japan; every 28 days to Ceylon, Australia, and Noumea; every month to East Africa, Madagascar, and Mauritius.

The Compagnie Générale Transatlantique steamers sail every Monday, Wednesday, Thursday, and Saturday, at 1 p.m. for Algiers; every Monday and Friday for Tunis, and weekly sailings for other Algerian ports.

Telegrams between Marseilles and London 20 c. a word, and between any two places in France 50 c. for 10 words, address counted. To Egypt, 1 f. 95 c. a word; to India, 5 fcs. a word.

The **Postage** on letters to England is 25 c. To Egypt and India, 25 c.

For particulars of trains and fares between Marseilles, Paris, and London, see p. 124.

Our Interpreter renders assistance to Passengers.

Baggage collected and forwarded to all parts on receipt of instructions.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office, 43, Rue Noailles.

GENOA.

Office.—17, Piazza della Meridiana, Via Cairoli.

Hotels.—De la Ville, Des Etrangers, Isotta, Restaurant Concordia, and Station Buffet.

There are two Railway Stations at Genoa, the Western (Piazza Principe), which is the main station for the arrival and departure of passengers, and the Eastern (Piazza Brignole).

Genoa is one of the most flourishing Italian ports, a city of palaces and churches, with one of the grandest and loveliest positions in the world. Population, 240,000.

The principal places to be visited during a short stay are the Campo Santo, the Cathedral, the Annunziata, and other churches. The Brignole-Sale (Palazzo Rosso), the Doria Spinola, Palazzo Bianco, Balbi, and Durazzo Palaces. Splendid land and sea views are obtained from the Public Gardens, and the Villa Pallavacini Gardens and Park at Pegli are well worth a visit. A Funicular Railway runs from the Piazza della Zecca to the summit of the fortifications around Genoa, and to the Hotel Restaurant Righi 960 feet above sea level, commanding an extensive view of the sea, the Riviera, the Maritime Alps, as well as of the city and harbour lying beneath. Electric trams traverse the principal streets.

The **Cab Fares** are by day 1 lira for the course, after dark lire 1.50; and by the hour lire 1.50 by day, and lire 2 after dark; with 2 horses lire 2 by day, and lire 2.50 by night; and half the above fares for every half-hour after the first hour. Cab fares to Nervi and Pegli, lire 4 by day, and lire 4.40 by night. For passengers disembarking from steamers the boat tariff is lira 1 per passenger, including kilos. 100 of baggage, and 50 cts. for every kilos. 50 in excess.

The Florio-Rubattino Steamers sail for Alexandria three times a month, to Bombay every 28 days, and to Malta every Wednesday. Steamers run to Naples, Marseilles, Gibraltar, Southampton, Bremen, New York, Australia, China, Central and South American ports, etc., at intervals.

Our Interpreters meet the Mail and Passenger Steamers and

Trains to assist passengers in landing and embarking, or on shore at the Railway.

Baggage collected and forwarded to all parts.

Postage to England, Egypt, or India, 25c.; to any part of Italy 20c.

Telegrams between Genoa and London 26c. per word, plus 1 lira tax for the telegram; to any place in Italy 1 lira for 15 words, address counted.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office, 17, Piazza della Meridiana, Via Cairoli.

NAPLES.

Office.—Piazza dei Martiri.

Hotels.—West End, Bristol, Vesuvius, Parker's, Hassler's.

The chief city of Southern Italy. Population, 520,000. Distance from London by sea direct, 2272 miles; *via* Plymouth, 2322 miles. Railway journey from London, 51 to 58 hours. Local time, 57 minutes before Greenwich.

The Orient Line between London and Sydney call on the outward and homeward voyages. To Sydney every alternate Sunday. To London every fortnight, calling at Marseilles, Gibraltar and Plymouth.

Baggage received and forwarded to destination, or it can remain on board ship, and instructions for its disposal in England handed to our Agent.

The British India Co.'s steamers call occasionally, both on the outward and homeward voyages.

The North German Lloyd Steamers call on the outward and homeward voyages of the China, Japan, and Australian services.

The Italian S. N. Co., late the Florio-Rubattino, call here for Malta, Egypt, India, etc.; leave for Malta every Friday at 5 p.m., arrive from Malta every Monday at 7 a.m. For Palermo daily at 5 p.m., in about 12 hours, fare 35 fr. By the same company a weekly fast service has been established between Alexandria, Naples, and London, and *vice versa*, leaving Alexandria Tuesday, 5 p.m., and Naples Saturday, 3 p.m.

There are also services to New York, East Africa, etc.

Telegrams between Naples and London, 47 c. per word, and 1 lira (about 10d.) for the telegram; between any two towns in Italy, 15 words, 1 lira; to Egypt, 1 lira 70 c.; to India, 4s. a word.

Postage to England, 25 c.; to Egypt, 25 c.; to India, 25 c.; to any part of Italy, 20 c.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our office, Piazza dei Martiri; and our Interpreter will assist passengers on board, on shore, or at the railway.

Vesuvius.

The Funicular Railway on Vesuvius being our own property, our Agent at Naples will arrange to convey visitors by carriage from the city to the foot of the mountain, and thence by railway to the crater, at a moderate and inclusive fare.

BRINDISI.

Office.—On the Quay, Strada Marina.
Hotel.—Grand Hotel International.

Distance from London, overland, 1,450 miles. Railway journey, 50 to 60 hours; from London by sea direct, 2640 miles, 10 days. Local time, 72 minutes before Greenwich. (For particulars of P. & O. Brindisi Express, see pp. 15 and 128). Distance to Port Said, 930 miles; to Malta, 360 miles.

The P. & O. Express Steamers leave for Port Said as soon as the mails are on board every Sunday evening, and at Port Said connect with the mail steamers for India, China, and Australia. The steamers of the P. & O. Venice-Egypt service every three weeks, sail on Fridays at midnight, for Port Said, but during the months of August to February they leave at midnight on Thursday and call at Alexandria *en route* to Port Said.

The Italian S. N. Co. (late Florio Rubattino) leave for Alexandria on alternate Fridays at 5 a.m., and from Alexandria leave Brindisi for Venice calling at Bari and Ancona every alternate Monday at 9 a.m. The same Company's steamers

leave Brindisi every Monday at 9 p.m., calling at Bari and Ancona by the Constantinople line.

The Austrian Lloyd steamers leave Trieste every Wednesday, calling at Brindisi at noon Thursday for Alexandria.

The Austrian Lloyd steamers for India, China, and Japan, leave on the 4th of each month.

The Austrian Lloyd steamers leave Brindisi on Fridays at 7.30 p.m. for Corfu, Patras, Piræus, and Constantinople.

The Italian S. N. Co. leave for Corfu and Patras at 11.30 p.m. Sunday ; also on Wednesday at 11.30 p.m. for Corfu, Piræus, and Constantinople.

Telegrams to London, 26 c. a word, and 1 fr. for every telegram ; to any place in Italy, 1 lira (about 10d.) for 15 words, address counted. To India, 4 fr. 50 c. per word ; to Egypt, 1 fr. 75 c.

Postage to England, 25 c. ; to India, 25 c. ; to Egypt, 25 c.

From Naples to Brindisi, and *vice versa*, there are two routes—one *via* Foggia, the other *via* Taranto.

On the Italian Railways there is no free allowance of baggage.

On the arrival of trains and steamers at Brindisi, our Interpreter, in uniform, will attend to meet and assist passengers.

Baggage of homeward bound passengers cleared and forwarded to destination, or it can remain on board ship, and instructions for its disposal in England handed to our Agent.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office, Strada Marina.

VENICE.

Office—90-91, Piazza San Marco.

Hotels.—Victoria, Britannia.

Distance from London, overland, 1048 miles. Railway journey, 42—46 hours. Venice to Brindisi, 395 miles. Brindisi to Port Said, 930 miles.

Before leaving for Egypt or India, Venice is a charming place in which to spend a few days, and being easily reached either by the St. Gothard or Mont Cenis routes, is a convenient port for embarkation.

The P. & O. Company's steamers sail at 10 a.m. every Wednesday three weeks, calling at Brindisi, sailing thence on Thursday midnight for Alexandria and Port Said, from August to February, and proceed direct to Port Said from Brindisi. From February to August they sail from Venice every Thursday at 10 a.m., whence they leave at midnight on Friday. From August to February they are due at Alexandria on Sunday afternoons, thereafter proceeding to Port Said in order to connect with the steamers to India, China, and Australia.

The Italian S. N. Co. (late Florio Rubattino) Steamers leave for Alexandria, *via* Ancona, Bari, and Brindisi, every alternate Tuesday at 6 a.m.

The Austrian Lloyds and the Italian S. N. Co.'s steamers sail for Trieste several times a week, generally at midnight. See local time tables.

Telegrams to London cost 40 c. a word; to any part of Italy, 1 lira (about 10d.) for 15 words, address counted. To India, 4s. a word.

Postage to England, 25 c.; to any part of Italy, 20 c. To Egypt and India, 25 c.

Our Interpreter meets the Mail steamers and trains, to assist passengers in landing or embarking.

Baggage forwarded to all parts—also stored.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office, 90-91, Piazza San Marco, close to St. Mark's Cathedral.

PORT SAID.

Office.—Quai François Joseph.

Hotel.—Continental.

Local time, 2 hours 9 minutes before Greenwich.

Most steamers stay a short time at Port Said, either for coaling or to await their turn for entering the Suez Canal.

They are boarded by our Interpreter, in uniform, to afford information or assistance, and our boatmen will convey Passengers to and from the shore at a charge of 6d. per person during the day, and 1s. during the night.

Our Offices are situated close to the Landing Stage, and contain a reading room, supplied with newspapers, telegrams, etc., where passengers can read or write while the steamer is being coaled.

Baggage Labels and forms for clearing baggage on arrival in India or England will be supplied by our Agent. These forms should be filled up by passengers as directed, and the keys delivered to our Agent or to the Purser of the ship, and on arrival at destination the declaration form and keys will be handed to our representative, who will clear the baggage through the customs, and deliver it to the passenger, or forward it as instructed; or the passenger can post the form and keys to us direct at any port touched at *en route*.

The Suez Canal Company's light railway, carrying passengers, runs daily to Ismailia at 9 a.m. and 3.45 p.m., to connect with the midday and 7 p.m. trains from Suez to Cairo.

There is nothing to interest visitors at Port Said, except the shops, where Oriental goods of every description can be bought. The currency is Egyptian, but English gold is accepted at the hotels and shops.

Telegrams to England cost 83 milliemes a word (1s. 9d.); between any two places in Egypt, 20 milliemes eight words (5d.). To India, 3s. 6d. a word. To Burma, 3s. 10d. To Ceylon, 3s. 8d. To China, 7s. 3d.—7s. 9d. To Australia, 4s.—9s. 4d.

Postage to England, 10 ms. (2½d.); to India, 10 ms. (2½d.).

Port Said is 155 miles from Alexandria by sea, 930 from Brindisi, 935 from Malta, 3570 from London by sea *via* Brindisi, 2380 from London overland *via* Brindisi, 3059 from Bombay.

In addition to the numerous steamers to or from India, Straits, China, Japan, Australia, etc., there are frequent arrivals from and departures for London, Liverpool, Gibraltar, Algiers, Malta, Marseilles, Genoa, Naples, Brindisi, Venice, Trieste, the Syrian Coast, Cyprus, Alexandria, etc., in connection with the P. & O., Orient, North German Lloyd, British India, Anchor, City, Bibby, Hall, Messageries, Austrian Lloyds, Russian Company, and Khedivieh Company steamers.

The distance from Port Said to Suez, by the Suez Canal, is 88 nautical miles, the average passage being under 20 hours.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office.

ALEXANDRIA.

Office.—Thos. Cook & Son (Egypt), Limited, Place Mohammed Ali.

Hotels.—Hotel Khedevial, Hotel Abbat.

Distance from London by sea, *via* Gibraltar and Malta, 3060 miles. Distance from Malta, 825 miles; from Brindisi, 825 miles; from London, *via* Brindisi, 2275 miles. Local time, 1 hour 59 minutes before Greenwich.

Modern Alexandria contains a population of about 310,000, of whom three-fourths are natives and the remainder Levantines and Europeans of every nationality. The great square (Place Mohammed Ali) and the principal streets, the head-quarters of European life and business, have been rebuilt since the bombardment and great fire of 1892, forming a very handsome quarter of the city.

The Western or Eunostus Harbour, now called the Old Port, is a well protected and commodious harbour, with breakwater, mole, jetty, lighthouses, and spacious quays crowded with the merchant ships of every nation.

The principal sights are Pompey's Pillar, Ras-et-Teen Palace, Ruins of the Forts, the Catacombs, and the Museum. A drive to the Mahmoodeah Canal, visiting the gardens of the late Sir John Antoinadis, and to Ramleh, may be recommended.

At our offices in the Place Mohammed Ali passages can be booked by all the English, French, Italian, German, Austrian, Russian, and Khedevieh Company steamers, to India, China, Australasia, America, Mediterranean Ports, and England. Passengers on arrival by steamer are met on board by our Interpreters, who will assist at the Custom House examination of baggage.

Baggage collected and forwarded to destination.

Three express trains run daily to Cairo in three hours and a-half, ordinary trains is about six hours.

During the winter season the P. & O. Company run a steamer from Venice and Brindisi to Alexandria and Port Said every three weeks.

Postage to or from England, India, &c., and all countries in the Postal Union, 10 milliemes, or one piastre tariff=2½d.

Telegrams to England, 76 milliemes a word=1s. 7d. To India, 3s. 6d. a word and upwards. To any two places in Egypt, 20 milliemes=5d. for 6 words. To other countries, see tariff.

Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our Office.

CAIRO.

Office.—Thos. Cook & Son (Egypt), Limited, near Shepheard's Hotel.

Hotels.—Shepheard's, Ghezireh Palace, Savoy, Continental, New, Angleterre, Nil, Metropole, Royal, Villa Victoria, Bristol, Khedevial; and at the foot of the Pyramids, the Mena House Hotel.

Cairo, called El Masr by the Egyptians, and El Kahireh (the victorious) by the Arabs, the modern capital of Egypt, and the largest city in Africa, is situated on the east bank of the Nile, and contains a population of about 540,000 natives and 35,000 other nationalities. Although to a large extent modernized with new streets, palatial public buildings, open spaces, railway stations and even tramways, Cairo, in its native quarter, narrow thoroughfares, bazaars, elegant mosques, and wonderful medley of human life, still possesses a charm and character of its own.

The principal sights *in and around the City* are the Citadel and Mosque of Mohammed Ali, the more important Mosques, the Bazaars, and the splendid National Collection of Egyptian Antiquities at the Ghizeh Museum. And *in the Environs*, visitors, whose time is limited, should arrange to see the

Pyramids of Ghizeh, the Pyramids and Tombs at Sakkarah, Old Cairo and the Mosque of Amer, Heliopolis, and the Barrage.

Travellers contemplating a lengthy stay in Cairo, Luxor, and Assouan, or a Nile journey, are recommended to consult the Managers of THOS. COOK & SON (Egypt), Limited, as to choice of hotel, and best period for the Nile voyage by their steamers or dahabeahs.

Invalids wishing to benefit by the sulphur baths and mineral springs at Helouan, about 15 miles from Cairo, will find good accommodation at hotels or in detached villas, which can be hired furnished or unfurnished. The bathing establishment is under the direction of an Englishman, who has resided at Helouan for several winters, and contains one large swimming bath and several separate rooms, special arrangements being made for ladies. Trains run from the Bab-el-Louk Station, Cairo, to Helouan every hour.

Further information respecting residence at Helouan, Luxor, or Assouan may be obtained at our offices, where payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

A special Office adjoining our present Tourist Offices has been opened at which the various branches of our **Forwarding Department** are carried on. These include the reception, insurance, and shipment to all parts of the world on moderate and favourable terms of passengers' baggage and purchases made in Egypt.

A weekly mail list is sent to our Offices and to the Hotels, showing days of arrival.

Postage to England and all countries in the Postal Union, 1 piastre=2½d. For Telegraph, Telephone, and carriage tariffs, see Local Guide.

Express trains run three times a day to Alexandria, twice a day to Ismailia, Port Said, and Suez. See also p. 38.

ISMAILIA.

Office.—Avenue de l'Appontement.

Hotel.—Victoria.

Local time, 2 hours 10 minutes before Greenwich.

The town is situated on the shores of Lake Timsah, half way between Port Said and Suez. The railway station is a short distance from the landing pier. Our office is situated between the landing pier and the railway station.

Passengers landing at Ismailia will have their baggage examined at the Custom House, but when steamers arrive too late for passengers to catch the 7 p.m. train for Cairo, only small packages containing effects necessary for the night are allowed through; all heavy baggage has to remain in the Custom House until the following morning, when, if passengers do not wish to take it with them, it can be forwarded by our Agent to Cairo, or wherever required.

Our representative meets all steamers by day and night to assist passengers travelling under our arrangements.

Passengers by P. & O., Orient, and Bibby Line Steamers are landed at the Jetty without charge. Passengers provided in England or elsewhere with our Transfer Tickets will have their baggage conveyed to or from the railway station free of expense; other passengers, on application to our Representative, can have their baggage conveyed from the landing stage to the railway station, or *vice versa*, at a charge of 2s. each person.

The trains leave Suez for Cairo at 10 a.m. and 3.15 p.m.; leave Ismailia at 1.13 p.m. and 7 p.m.; and are due at Cairo at 4.45 p.m. and 10.20 p.m., and at Alexandria 8.7 p.m. and 5.50 a.m.

A train leaves Cairo for Ismailia and Suez at 11.40 a.m., due at Ismailia at 3.30 p.m. Passengers for Port Said proceed at 4 p.m., due there 6.57 p.m., by the Suez Canal Company's light railway between Ismailia and Port Said. There is also a departure at 7.40 a.m., due at Port Said 10.57 a.m.

Telegrams and Postage the same as at Port Said (see p. 36).

SUEZ, PORT TEWFIK.

Sub-Agent.—Mr. A. W. HAYDN.

Authorised only for the issue of Travelling Tickets and Hotel Coupons.

Hotels.—Orient at Suez, and Bachet at Port Tewfik, where Passengers embark.

Steamers usually stop at Suez for a short time, and generally anchor in the roads, about one mile distant from Port Tewfik, the entrance to the Suez Canal, and two and a half miles from the town of Suez.

Our Dragoman renders assistance to Passengers arriving or leaving.

There is a good service of trains between Port Tewfik (Docks) and Suez, from 5.45 a.m. to 11 p.m.; time occupied, 10 minutes.

The only place of interest within easy reach of Suez is Moses' Wells, situated on the Asiatic side, distant about two hours, crossing the Canal at the Quarantine Station, thence donkeys to the Wells.

Trains leave for Ismailia, Cairo and Alexandria from Docks Station at 10 a.m., and Suez (Rue Colmar Station) at 10.20 a.m., and from Suez Old Station at 3.30 p.m.; due Ismailia at 1.20 p.m. and 7.5 p.m., Cairo 5.5 p.m. and 10.35 p.m., and Alexandria 8.7 p.m. and 5.50 a.m.

In connection with the 10 a.m. and 3.30 p.m. trains from Suez Docks, etc., there are two departures from Ismailia by Canal Company's Steam Tramway.

Dep. Ismailia 7.40 a.m., 4 p.m. Arr. Port Said 10.57 a.m., 6.57 p.m.

Local time, 2 hours 10 minutes before Greenwich.

The cost of telegrams and of postage is the same at Suez as at Port Said. See p. 36.

The voyage from Suez to Aden, 1310 miles, occupies about four days, and from Aden to Bombay, 1664 miles, from five to six days.

The Gulf of Suez, an arm of the Red Sea, is 180 miles long, with a width of 8 to 10 miles. At Shadwan Island the Red Sea

proper commences, and is 1100 miles in length, varying from 16 to 200 miles in breadth, and communicates at the South end with the Indian Ocean at the Strait of Bab-el-Mandeb. The weather is generally very hot in the Red Sea, especially so during the months of May, June, July, and August.

ADEN.

Local time 3 hours before Greenwich.

Distance from London, *via* the Suez Canal, 4,610 nautical miles.

Population 42,000, including Perim and Cantonment.

Aden, a British possession under the government of the Indian Presidency of Bombay, is situated on the south coast of Arabia. It is a natural fortress, and has been rendered almost impregnable by additional fortifications. It was acquired by the British in 1839, under whose administration its trade has developed immensely, and its commerce, both European and Asiatic, since the opening of the Suez Canal in 1869, has grown rapidly.

The rainfall of the year is very small, varying from ¼ inch to 6 inches, with an average of about 3 inches, and the mean temperature is 81° F. The mortality among Europeans is not excessive, but for a prolonged residence the climate is very debilitating. The town and camp at Aden are situated within the crater, but the principal residence of Europeans is at Steamer Point, where are situated the Hotels, Parsee Stores, and English Church.

The outer anchorage is a mile from the shore, the inner anchorage about a quarter of a mile. A boat inspector attends at the landing wharf. P. & O. passengers for Bombay have usually to change steamers at Aden every alternate week.

The currency is the same as in India, viz., Rupees.

More than a quarter of million of camels enter Aden yearly with produce from all parts of Yemen. Water is obtained from wells within the valleys of the crater; by condensation from sea water; and by means of an aqueduct from Shaikh Othman, an oasis and old Arab village, eight miles from Aden, which may

well be visited by carriage if the steamer is detained several hours for coaling or other purposes.

Postage to London, India, Australia, 2½ annas.

Telegrams to London, 3s. 9d. a word; to Bombay and Calcutta, 2 rs. 4 annas; to Adelaide and King George's Sound, 4s. 9d., etc.

BOMBAY.

Office.—13, Esplanade Road.

Hotels.—Esplanade, Great Western, Apollo, Gymkhana, Cumballa, and Adelphi.

Refreshment Rooms.—Victoria Terminus (G. I. P. Ry.).

Population, 821,764. Distance from London: by sea, round the Cape, 11,200 miles; by sea and Suez Canal, 6274 miles; *via* Brindisi and Suez Canal, 5467 miles. Local time, 4 hours 51 minutes before Greenwich.

Bombay was ceded by the Portuguese to Charles II. in 1661, as part of the dowry of his Queen, Catherine of Braganza. It was transferred by the king in 1688 to the East India Company on payment of an annual rental of £10 in gold.

Bombay, unlike most other seaport towns of importance, is not situated upon a river. It is one of a cluster of islands, which, being artificially connected with each other, and with the "mainland," by causeways and railway viaducts, now forms a peninsula, lying nearly north and south, which makes the bay so created one of the finest harbours in the world.

The principal buildings are the Victoria Terminus of the G. I. P. Railway, the Municipal Offices, Presidency Magistrates' Courts, the Town Hall, the Mint, the Cathedral, the Sailors' Home, Post Office, Public Works Office, the High Court, the University Buildings, the Sassoon Institute, the Markets, and the handsome new building opposite the Church Gate Street Station for the B. B. & C. Indian Railway Offices, etc., etc.

Steamers on arrival proceed either to the Prince's Dock, when the tide permits, or anchor near the Apollo Bunder.

Passengers by the Mail Steamers are landed at the Ballard Pier, where all baggage is examined.

Our Representative boards every passenger steamer and transport. Passengers supplied with baggage forms, which can be handed with the keys to our Representative with instructions for delivering or forwarding the baggage to destination.

Most articles are now liable to import duty. Particulars of which, see pp. 104, 105.

From Bombay passengers can proceed by sea to Kurrachee, Ceylon, Madras, Calcutta, Burma, the Straits Settlements, China, Japan, Australia, Mauritius, East Africa, etc.; or can book through by rail to all the principal stations in India, the distances and fares as under:—

RAILWAY FARES FROM BOMBAY.

	Miles.	Hours.	Fares.	
			1st Class.	2nd Class.
			R a. p.	R a. p.
Agra, *via* Itarsi	839	32	52 6 0	26 3 0
Agra, *via* Ahmedabad ...	848	41	52 6 0	26 3 0
Allahabad, *via* Jubbulpore	844	36	59 14 0	29 15 0
Calcutta, *via* Jubbulpore ...	1400	56	91 11 0	45 14 0
Calcutta, *via* Nagpur ...	1279	56	84 1 0	42 1 0
Cawnpore, *via* Itarsi ...	839	32	52 7 0	26 4 0
Delhi, *via* Ajmere	890	41	55 10 0	27 13 0
Delhi, *via* Itarsi	982	39	61 6 0	30 11 0
Lahore, *via* Rewari ...	1138	39	71 2 0	35 10 0
Lahore, *via* Itarsi	1305	52	82 6 0	41 4 0
Lucknow, *via* Itarsi ...	885	35	55 5 0	27 11 0
Madras, *via* Raichur ...	794	40	49 11 0	24 14 0
Peshawar, *via* Ferozepore	1422	81	88 14 0	44 8 0
Peshawar, *via* Itarsi ...	1583	74	100 2 0	50 2 0
Poona	119	5½	7 7 0	3 12 0

Fares subject to change.

Special Train arrangements from Bombay.

First-class passengers with their servants and baggage arriving at Bombay by the P. & O. mail steamers can be accommodated in the special train leaving Bombay for Calcutta five hours after the steamer is signalled. The duration of the through journey by the above train is about forty hours as compared with fifty-seven hours by the ordinary mail train. The fare from Bombay and Calcutta by the special train is Rs. 100. A dining car will

be run on the special, in which meals will be served at reasonable rates.

The usual free allowance of one and a half maunds (120 lbs.) of luggage can be taken by passengers in the train, *but no excess baggage can be conveyed.*

The Indian Currency consists of pies, annas, and rupees; and of notes of Rs. 5, Rs. 10, Rs. 20, Rs. 50, Rs. 100, Rs. 500, Rs. 1000. 12 pies = 1 anna; 16 annas = 1 rupee. The value of the rupee fluctuates greatly.

Telegrams to England are charged R. 3.4 per word; to Hong Kong, R. 1.15 cents.; to Yokohama, R. 7.1; to Melbourne, R. 3.14; to New Zealand, R. 4.3; to Tasmania, R. 4.6; to New York, 4 rupees; and to many chief towns on the Continent of Europe, R. 3.4. See p. 101.

Postage on ordinary letters (½ oz.) is as follows: To Great Britain, America, Australia, Europe, 2½ annas. Post-cards to the above, 1 anna.

Visitors to Bombay are invited to make use of the **Reading** and **Waiting Rooms** attached to our Offices, where, free of charge, may be seen the latest telegrams, newspapers, etc., and where every facility is afforded for the writing and despatch of letters.

Payments are made on Letters of Credit, Circular Notes cashed, Current Accounts opened, and all other Banking transactions effected by our banking department at our Office, 13, Esplanade Road, where Railway Tickets, Hotel Coupons, and information respecting India can be obtained.

For List of Tours in India, see pp. 72-78; and for sailings from Bombay, Calcutta, Madras, and Rangoon, pp. 87-92.

CALCUTTA.

Office.—11, Old Court House Street.

Hotels.—Great Eastern, Spence's, Grand, and Continental.

Distance from Bombay by rail, 1400 miles. Duration of voyage from Madras, about three days. Local time, 5 hours 53 minutes before Greenwich. Distance from London by sea, 7967 miles. Population (with suburbs), 861,764.

Calcutta, in Lower Bengal, with a population of 980,000, including suburbs, is the capital of India, the seat of Government, a splendid city, extending four or five miles along the banks of the river Hooghly. Situated almost at the limits of the Torrid Zone and within a degree of the Tropic of Cancer, the climate is less uniform than that of Madras and other places nearer the Equator. At the same time, owing to its maritime position, Calcutta is far from presenting those strong contrasts of season that are felt by residents of the North-West Provinces, and generally in the interior.

Three seasons may be distinguished, namely:—the hot season, lasting from the middle of March to the setting in of the rains in June; the rains, which usually set in about the middle of June and last till the end of September; and the cold season from November to the early part of March.

The chief objects of interest in Calcutta are: Fort William, built 1773. In form it is an irregular octagon with five sides towards the land and three towards the river. It is surrounded by a dry ditch, which, however, can be filled with water by a sluice from the river. The whole of the defences are faced and palisaded with great care and are kept in admirable condition. The fort mounts several guns of various calibres. The Post Office, a handsome structure, situated on the west side of Dalhousie Square, at the corner of Koila Ghât Street, being a portion of the site of the Old Fort of Calcutta. The nearest approach to the site of the Black Hole is the northern end of the eastern verandah of the Post Office. The Telegraph Office (opposite Thomas Cook & Son's office) is an extensive structure and one of the finest public buildings in the city. It is situated at the corner of Dalhousie Square South and Old Court House Street. The style of architecture is one admirably suited to the requirements of the climate, and somewhat resembling its neighbour the Currency Office, but differing in its external decorations. Government House, built about 1804 at a cost of about 13 lakhs of rupees. The idea of the design is taken from Keddlestone Hall, Derbyshire, but the resemblance does not extend beyond the plan. It occupies a fine position on the

north of the Esplanade, having a clear view of two miles over the Maidan. The grounds occupy about six acres, and are very prettily laid out to the south. The Town-hall, a fine building in the Doric style of architecture, is situated on the Esplanade to the west of Government House. The ex-King of Oudh's Palace at Garden Reach; the Cathedral and other churches. St. Paul's Cathedral occupies a fine site at the extreme south of the Maidan. The style of the building is Indo-Gothic, that is to say, Gothic adapted to the exigencies of the Indian climate. The interior fittings are handsomely carved, and there are some fine monuments in the vestibule and transepts. The original east window was the gift of the Dean and Chapter of Windsor, the subject being "the Crucifixion," after a design by West. This was destroyed by a cyclone in 1864, and the present one was erected by subscription. The University. The Indian Museum, 27 and 28, Chowringhee, as at present constituted, is not an integral constitution, but is rather a group of departments forming parts of a very comprehensive scheme which is intended to supplement the Scholastic Institutions in the scientific and technical education of students in India. The building has a frontage of 300 ft. to the Chowringhee Road, with a depth of 270 feet. The façade has two storeys of great height, in the Italian style of architecture, the two projecting wings and the central porches having elegant Corinthian columns. The Museum is open to visitors from 10 a.m. to 5 p.m. from 1st February to 1st November, and from 10 a.m. to 4 p.m. from the 16th November to 31st January. The Statues of Sir James Outram, Lord Bentinck, Lord Hardinge, Lord Lawrence, etc. The Botanical Gardens. The Zoological Gardens. The Eden Gardens, for which the inhabitants are indebted to the liberality and taste of the Misses Eden, sisters of Lord Auckland, once Governor-General of India. An elegant band-stand has been erected on the west side of the garden where the Town Band or Bands of the European or Native Infantry Regiments stationed in the Fort very frequently play. The Maidan presents a most refreshing appearance to the eye, the heavy night dues, even in the hot

season, keeping the grass and foliage green. The Native Bazaar is not without interest.

The principal short excursions, involving a day's journey, are to the Zoological Gardens, to Barrackpore, Serampore, Chandernagore, Chinsurah, and Hooghly.

The Hotels are near Government House, or in Chowringhee, the Great Eastern being the largest. The East Indian Railway Company's terminus is at Howrah (on the opposite bank of the river), and conveyances now drive to it over a floating bridge.

Passengers arriving by sea have sometimes to land in boats, but generally land at the jetty where the steamer is moored.

Our Representative, in uniform, boards every Passenger Steamer, who will clear and forward to destination baggage, etc., on receipt of instructions.

Baggage is examined on board directly the vessel arrives. Articles liable to duty will be landed at the Custom House. For particulars of Import Tariff, see pp. 104, 105.

Visitors are invited to make use of the **Reading Room** at our Offices, 11, Old Court House Street, where the latest Telegrams, Newspapers, etc., may be seen free of charge. Letters and Telegrams may be addressed to our care, and every facility is provided for the writing and despatch of Letters.

Telegram and Postal Rates to England are the same as from Bombay, viz., 3 rupees 12 annas per word, and 2½ annas per half ounce.

Conveyances, called **Gharries**, cost 12 annas the first hour, and 6 annas an hour afterwards.

Payments are made on **Letters of Credit**, Circular Notes cashed, Current Accounts opened, and all other Banking transactions effected at our Office, 11, Old Court House Street.

The **Currency** is the same as in Bombay, Madras, and other parts of India.

Steamer Sailings.—Frequent departures for the coast; also for Ceylon, Burma, China, Japan, Australasia, America, Africa, Europe, etc. See pp. 87 and 138—142.

RAILWAY FARES FROM CALCUTTA.

To	Miles.	1st Class.	2nd Class.
		R a. p.	R a. p.
Agra Fort, *via* Allahabad ...	843	79 2 0	39 9 0
Allahabad ,, Mogalserai ...	564	52 14 0	26 7 0
Bombay ,, Jubbulpore ...	1400	91 11 0	45 14 0
,, ,, Nagpur ...	...	84 1 0	42 1 0
Cawnpore ,, Allahabad ...	684	64 2 0	32 1 0
Delhi ,, ,, ...	954	89 8 6	44 12 3
Lahore ,, O. & R. ...	1253	93 0 0	46 8 0
Peshawar ,, ,, ...	1530	110 12 0	55 6 0

Fares subject to change.

Mail Service Calcutta to Rangoon.

Steamers leave Calcutta with mails on Sundays, Tuesdays, and Fridays.

The English mail generally arrives in Calcutta on Mondays or Tuesdays, in which case passengers can sometimes join the Sunday steamer at Diamond Harbour by special train from Sealdah Station.

BURMA, RANGOON, etc.

Burma, both Lower and Upper, is a charming country, and may be visited in perfect safety and confidence; but visitors should be careful to whom they entrust their hand-bags or other luggage, both in the railway and on board the river steamers. Cook's Interpreter, in uniform, meets all steamers, and Passengers would do well to hand over their baggage to him and his coolies. Travellers whose time is limited, and who are proceeding east from Calcutta, can spend three days in Rangoon during the stay there of the British India steamer, but those who can spare ten days can arrange to go on in the next weekly steamer, thus securing the necessary time for several interesting excursions. After thoroughly exploring Rangoon, a start should be made, *via* Toungoo (166 miles) by rail (18 hours, 386 miles) to Mandalay, where two or three days would be profitably employed, and a short visit should be paid to Mingoon, going and returning by one of the Irrawaddy Flotilla Company's steamers, arranging with the manager of the company for the

down steamer to stop at Mingoon, as in the ordinary course they do not call.

The principal drives and sights in Mandalay are Fort Dufferin, Queen's Golden Monastery, the Arakan Pagoda, the 450 Pagodas, the Palace, Mandalay Hill, and the Ruins of Amarapura, about 5 miles south of Mandalay.

From Mandalay a delightful excursion can be made to Bhamo, through the grand scenery of the defiles, the double journey occupying about a week. The railway is now open from Mandalay to Katha, thence by steamer, 10 hours, to Bhamo; and returning by steamer, down stream all the way, to Mandalay and Rangoon, 900 miles, the whole length of Middle Burma is traversed.

Returning from Mandalay to Rangoon, visitors can travel the entire distance by rail in twenty-three hours, or go by steamer to Prome (three days), then rail from Prome to Rangoon in nine and a half hours, or go all the way by steamer to Rangoon in five days. Tickets for these excursions issued at our Offices.

Rangoon and Maulmein and back to Rangoon is a pleasant three days' excursion by British India steamer, allowing one clear day in Maulmein, the second seaport in Burma, in point of importance. The scenery in the district well repays a visit, the hills being covered with rich forests studded with famous pagodas and monasteries. The Kyaikthalan and the Usina Pagodas are the principal religious buildings in the town, and of the many caves within easy reach of Maulmein, which were formerly celebrated Buddhist temples, the Farm Caves on the Attaran River are only ten miles' distance.

There is frequent communication by steamer between London or Liverpool and Burma, fortnightly by the Peninsular and Oriental Steam Navigation Company, *via* Calcutta, or weekly by the same Company, *via* Bombay and Madras; every three weeks by the Bibby Line; fortnightly by the British India Steam Navigation Company, *via* Calcutta and Madras; and at intervals by P. Henderson's direct steamers. Between India and Rangoon the British India Steam Navigation Company have bi-weekly services to and from Calcutta, Madras,

Colombo, and Bombay; from Rangoon weekly to Penang, Singapore, etc. The Bibby and P. Henderson's Line have direct services to Europe, and communication westward can be obtained by the regular Lines *via* Calcutta, Madras, etc.

The Irrawaddy Flotilla Company have a service from Rangoon to Upper Burma twice a week, and a Mail Service to Mandalay every Monday and Thursday.

RANGOON.

Office.—A1, Phayre Street.

Hotels.—Evershed's, Sarkies, and Barne's Family Hotel.

Distance from London, 7663 miles. Duration of voyage from Calcutta (787 miles), about four days. Local time, 6 hours 25 minutes before Greenwich.

Our Messenger, in uniform, boards every passenger steamer on arrival, to render travellers assistance or information, and for the clearance of baggage, etc.

Payments are made on Letters of Credit, Circular Notes cashed, Current Accounts opened, and all other Banking transactions effected at our Office.

Rangoon, the capital of Burma, is situated 21 miles from the sea; population, 181,071. The town is laid out in wide, handsome streets, and is well supplied with water and markets. The commons, pleasure-grounds, and parks are numerous and well kept. The Royal Lakes and Dalhousie Park, consisting of 160 acres of water and 295 acres of beautiful park, are extremely fine recreation grounds. The most ancient and magnificent building in Rangoon is the Shwe Dagon Pagoda, the most revered of all the Buddhist shrines in the furthest East; another remarkable pagoda is the Soolay Pagoda, which is octagonal in shape instead of round. The Suratee and Municipal Bazaars, and the trained elephants in the timber yards at Ahlone are interesting and curious sights that must not be omitted.

Currency.—Same as in India, viz., Rupees. The medium in nearly all business transactions in Burma is silver; and to avoid trouble, travellers should exchange any Indian currency

notes they may hold, on arrival at Rangoon, either for silver or small local currency notes. This may be done at our Office, A1, Phayre Street.

Boat Hire.—Travellers seldom require to use boats on the Rangoon River, as passenger steamers generally come alongside the wharves. Sampans usually carry two passengers and about half cwt. of luggage. The customary fare, from steamer in midstream to wharf, or from wharf to steamer, is 4 annas per passenger per trip; but rates vary according to the distance to be traversed and the state of the tide. The fare should, however, in no instance exceed 8 annas for the single trip, whether carrying passengers or luggage.

Coolie Hire.—The charge for conveyance of baggage from steamer (alongside wharf) to carriages is 3 annas per package, irrespective of the number of packages carried. The same rates apply when unloading packages from vehicles at railway station or at hotels.

Bullock Carts.—The rates per cartload are as follows:—

		R.	a.	p.
Wharf to Railway Station, or *vice versa*	... ...	1	0	0
,, Sarkies Hotel ,,	... ...	0	8	0
,, Evershed's Hotel ,,				
,, Barne's Hotel ,,				
,, British India Hotel ,,				

Hackney Carriages.—Within municipal limits:—

	1st Class.	2nd Class.	3rd Class.
Fares by distance.	R. a. p.	R. a. p.	R. a. p.
For any distance not exceeding 2 miles	—	0 8 0	0 4 0
,, every succeeding mile or part of a mile	—	0 4 0	0 3 0
,, every complete 15 minutes the carriage is detained	—	0 4 0	0 3 0
Fares by time.			
For one hour or part of an hour exceeding 15 minutes	1 8 0	0 12 0	0 8 0
,, every succeeding hour or part of an hour	1 0 0	0 8 0	0 4 0
,, one quarter of an hour	—	0 4 0	0 3 0

Luggage not exceeding 50 lbs., free. Any quantity in excess of the quantity named is charged for at the rate of 4 annas for every 50 lbs. or portion of 50 lbs.

Baggage.—The collection and shipment of baggage arranged for, and information on this subject, for the guidance of intending passengers by any line of steamers, supplied at our office.

All packages should have the passenger's name and port of destination plainly marked *in paint*.

Packages containing ammunition, liquors, or goods of a dangerous or damaging nature, must not be shipped as personal baggage; and gun cases must be accompanied by a declaration that they contain no explosives.

Custom House.—The same regulations are in force here as in India.

Inland and Foreign Postage Rates are same in Burma as in India.

Telegrams.—Between any two offices in India, including Burma:—

	Deferred.	Ordinary.	Urgent.
	R. a. p.	R a. p.	R. a. p.
Eight words (address free) ...	0 8 0	1 0 0	2 0 0
Each additional word ...	0 1 0	0 2 0	0 4 0
Between Burma and Ceylon ...	Rs. 0 4 6 per word.		
„ Burma and United Kingdom	3 4 0	„	*via* Suez or Teheran.
„ „ or Europe generally (Address counted.)	3 7 0	„	*via* Turkey.

Rates subject to change.

Drives and Sights.—Visitors having a day at their disposal can comfortably visit the Shwe Dagon or Golden Pagoda, the Royal Lakes, the Cantonments and Agri-Horticultural Gardens, and Messrs. MacGregor & Co.'s Timber Yard at Ahlone (to see the elephants at work stacking timber).

Steamer Sailings.—

Through bookings to England by P. & O. and other lines of steamers, *via* Calcutta, Colombo, Bombay, etc.

Through bookings to London, *via* China, Japan, Australia, America, and Canada.

Direct sailings to London by Bibby, and P. Henderson Lines.

Through bookings to Liverpool, *via* China, Japan, and the Canadian Pacific route, *via* Vancouver.

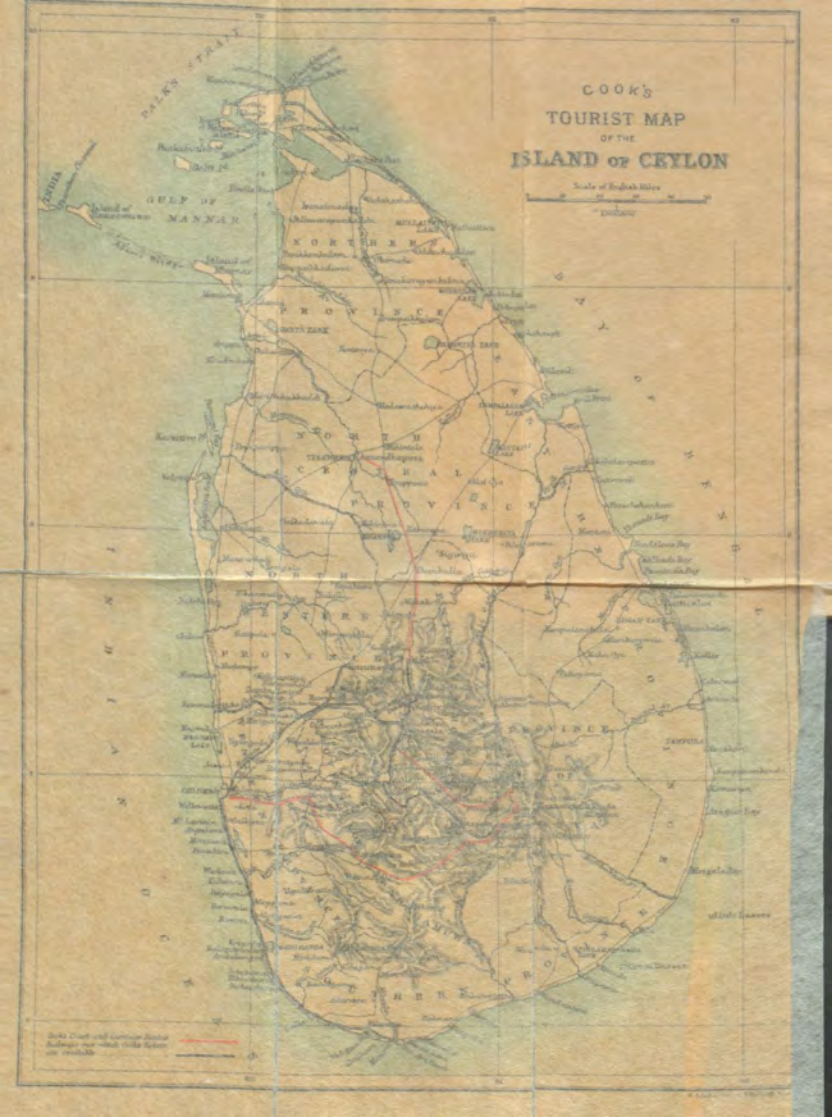
Circular Tours, at special rates, from Rangoon to Ceylon and Southern India, Ootacamund, etc., *via* Colombo and Tuticorin, can be arranged at our Office with the "Bibby" Line of Steamers; also to China, Japan, or Australia.

TOURS IN BURMA.

	1st Class.	2nd Class.	3rd. Class.
	Rs. a.	Rs. a.	Rs. a.
No. 1.—Rangoon, Mandalay, and back by rail	60 5	25 8	8 8
No. 2.—Rangoon, Mandalay, and back by Irrawaddy Flotilla Co.'s steamer	101 0	50 8	12 0
No. 3.—Rangoon to Mandalay by rail, returning to Rangoon by Irrawaddy Flotilla Co.'s steamer.	76 3	35 12	10 4
No. 4.—Rangoon to Mandalay by Irrawaddy Flotilla Co.'s steamer, returning to Rangoon by rail	85 3	40 4	10 4
No. 5.—Rangoon to Prome by rail, thence to Mandalay and Bhamo and back by Irrawaddy Flotilla Co.'s steamer (Express Service), returning from Prome to Rangoon by rail ...	191 3	96 0	27 0
No. 6.—Rangoon to Prome by rail, thence by Irrawaddy Flotilla Co.'s steamer (Express Service) to Mandalay, returning by rail *via* Toungoo to Rangoon	97 12	46 12	12 15
No. 7.—*Supplementary Tickets.*—Mandalay, Bhamo and back, Irrawaddy Flotilla Co.'s steamer	80 0	40 0	12 0
No. 8.—Rangoon to Bassein and back by Irrawaddy Flotilla Co.'s steamer	50 0		
No. 9.—Rangoon to Maulmein and back by B. I. steamer	36 0	20 0	8 0
No. 10.—Rangoon to Mandalay by rail, Mandalay to Prome by steamer, Prome to Rangoon by rail ...	73 12	34 12	10 15

Fares subject to alteration.

For full description of Burma, including Rangoon, Mandalay, Bhamo, Prome, Maulmein, etc., see Cook's Illustrated Guide to Burma, price 1s.


COOK'S
TOURIST MAP
OF THE
ISLAND OF CEYLON
Scale of English Miles
PALK'S STRAIT
GULF OF MANNAR
NORTHERN PROVINCE
NORTH CENTRAL PROVINCE
NORTH WESTERN PROVINCE
SOUTHERN PROVINCE
EASTERN PROVINCE
INDIAN OCEAN

CEYLON, Colombo.

Sub-Agent.—Mr. E. B. Creasy, 12, Baillie Street (The London and Colombo Forwarding Agency).

Authorised only for the issue of Travelling Tickets and Hotel Coupons.

Hotels.—See page 57.

Advertisements.—See end of book.

Colombo, the capital of Ceylon, latitude 60° 57' N., longitude 79° 50' E., distant from London 5868 miles *via* Brindisi, 6703 miles *via* Gibraltar, has a population of 128,000. It is the great port of call, or central meeting place for Passengers to and from the East and Australia. Local time, 5 hours 19 minutes before Greenwich.

Thos. Cook & Son's Messenger in uniform boards every passenger steamer on arrival.

Currency.—Rupees and cents—100 cents = R. 1.

Compared with Indian currency.

Ceylon.		Indian.
	Rs. cents	R. a. p.
Silver coins.	1 00	1 0 0
	0 50	0 8 0
	0 25	0 4 0
	0 10	0 1 7
Copper coins.	0 5	0 0 9½
	0 1	0 0 2

Compared with silver dollars, $1 = Rs. 1·40. This rate is subject to variations from time to time.

The value of the rupee, as compared with English money, fluctuates constantly according to the rate of exchange on London.

Ceylon Government Notes, Rs. 5, 10, 50, 500, 1000.

Indian Government Currency Notes are subject to a small discount.

Indian silver coins are current except the two anna piece.

Our Circular Notes and Letters of Credit are cashed by our Banking Correspondents.

N.B.—A supply of small change will save both time and money. Boatmen, etc., never have any change, which frequently involves overpaying them.

Boat Hire.—

	6 a.m. to 7 p.m.	7 p.m. to 6 a.m.
Steam Launches, Boats, and Canoes from jetty to any vessel or vessels, or between any two vessels within the breakwater, including one hour's detention of Boat or Canoe ...each Adult	cents. 25	cents. 40

Children under ten years, half fare; under two, free.

Baggage.—10, 15, and 25 cents, according to size. Chairs and hand-bags, if with owners, free.

Coolie Hire from Landing Jetty :—

	Light pkgs. carried by one Coolie.	Heavy pkgs. requiring more than one Coolie, or a cart to carry them.	Parcels.
	Rs. cts.	Rs. cts.	Rs. cts.
Jetty to carriage	0 04	0 10	0 02
,, to G. O. Hotel	0 06	0 12	0 03
,, to any other place in the Fort	0 12	0 25	0 06

Caution.—Visitors should be careful to use umbrellas, and not to expose themselves to the sun, even for a short time, during the middle hours of the day.

Letters.—Passengers should call at 12, Baillie Street, where a register of Letters, Telegrams, etc., arriving for Travellers, is carefully kept.

Customs.—All goods brought to Ceylon by passengers are liable to duty, with the following exceptions :—

Passengers' wearing apparel belonging to and brought by the passenger, books and maps (printed), bullion, coins, pearl oysters, pearls and precious stones unset, drawings and drawing materials, fruits fresh (not in any way preserved),

instruments (scientific, surgical), manuscripts, nets (fishermen's), paper and envelopes, printing materials, prints and pictures, specimens and objects, illustrations of natural history.

Baggage.—Passengers' baggage is passed by the Custom House officer at the jetty, between the hours of 7.30 a.m. and 8 p.m. Between 8 p.m. and 7.30 a.m. one hand package only for each passenger will be allowed to pass. Other baggage landed with the passenger can remain at the Customs Office until cleared.

Hotels.—

Colombo.—Grand Oriental, Galle Face, Bristol, and Mount Lavinia (7 miles by road or rail).

Kandy.—Queen's, Florence Villa.

Hatton.—Adam's Peak.

Nuwara Eliya.—Grand, Keena House.

Bandarawella.—Bandarawella Hotel.

Carriage Hire.—Within the limits of the municipality :—

Half hour	50 cents.
One hour (the 1st hour)	1 rupee.
Every succeeding hour	25 cents.

Before 6 a.m. and after 7.30 p.m. one-third extra.

Jinrickshaws—

For each half hour or portion of a half hour	25 cents.
For detention at any place, for each half hour	10 ,,
From any one place to any other place within the limits of the Fort of Colombo	10 ,,

The Fort shall include the space within the following limits: Lotus Pond Road from its junction with Main Street to its junction with Norris Road on the east; Norris Road from its junction with Lotus Pond Road (past the Fort Railway Station) to its junction with Queen Street on the south; the sea on the north and west.

The above rates apply only to places within the Colombo municipal limits. For longer drives, such as the Kelani Temple, Mount Lavinia, etc., a special agreement should be come to *before starting*. The fare to these places should be about 6 Rs. for the trip there and back for one person or a full carriage, the passenger paying the tolls, 60 cents. Particulars can be obtained from 12, Baillie Street.

Guides (Licensed) wear dark blue coats with green facings and badge, and should produce pocket register on demand.

Fees.—For the first hour or portion thereof, 50 cents. For every additional hour or portion thereof, 25 cents.

N.B.—Visitors pestered or annoyed in any way by hawkers, carriage drivers, etc., should, if possible, hand over the men to the police; there is a stringent law on the subject, and the visitor will not be detained to give evidence. Boatmen should be reported to the Master Attendant, whose office is in the same building as the Custom House.

Guide Books :—

Skeen's Guide to Colombo	Rs. 1.50
Buried Cities of Ceylon	2.00
Guide to Kandy and Nuwara Eliya	1.50
Gordon Cumming's Two Happy Years in Ceylon	6.75
Ferguson's Ceylon in 1893	6.00

Postal.—Inland :—

	Cents.
Letters to any part of Ceylon, per 1 oz.	5
Postcards, single	2
„ reply	4
„ letter, single	5
„ „ reply	10
Newspapers, 5 oz.	2
„ exceeding 5 oz. and not exceeding 10 oz.	5
„ „ 10 oz. „ „ 1 lb.	10
Every additional lb. or fraction of a lb.	10
Sample and miscellaneous packet, 4 oz.	5
„ exceeding 4 oz. and not exceeding 8 oz.	10
„ „ 8 oz. „ „ 1 lb.	15
Every additional lb. or fraction of a lb.	15

Indian—*via* Tuticorin daily (Except Sundays) at 2 p.m. :—

	Cents.
Letters to any part of India, per ½ oz.	5
Postcards, single	2
„ reply	4
Printed papers, 4 oz.	2
Every additional 2 oz.	2
Commercial papers, 4 oz.	2
Every additional 2 oz.	2
Patterns or samples, per 4 oz.	5
Registration fee	10

Foreign—to all parts of the world :—

	Cents.
Letters, per ½ oz.	15
Postcards	5
Reply postcards	10
Newspapers, book packets, papers, per 2 oz. ...	3
,, ,, every additional 2 oz. ...	2
Commercial papers, per 10 oz.	15
,, ,, every additional 2 oz.	3
For patterns or samples, per 4 oz.	5
,, ,, every additional 2 oz. ...	3
Fee for registration of any of the above named	10
Fee for an acknowledgment of the delivery of a registered article	10

Telegrams.—Local (Address free) :—

	Ordinary.	Urgent.
Eight words	25 cents.	75 cents.
Each additional word	5 ,,	10 ,,

Messages should be marked whether to be sent as Ordinary or Urgent.

Indian (Address charged for) :—

	Cents.
To any part of India west of Chittagong, per word	20
,, ,, east of Chittagong, ,,	28

Foreign (Address charged for)—Europe, except Turkey and Russia, per word, Rs. 3.10 (subject to frequent changes).

Post and Telegraph offices in Queen Street, five minutes' walk from the landing jetty.

SHORT EXCURSIONS FROM COLOMBO.

Colombo.—For drives and sights, see Skeen's illustrated Guide Book (with map), R. 1.50, obtainable at 12, Baillie Street.

Kandy.—Visitors having a full day at their disposal should not fail to avail themselves of **Cook's Excursion to Kandy,** 74½ miles by rail, through some of the finest scenery in the world.

The Combined Tickets, which effect *a great saving of time*, can only be purchased at Thos. Cook and Son's Office, and should be taken **immediately** on arrival. The cost of the trip,

including rail fare, breakfast and lunch in the refreshment car attached to the train, and carriage hire in Kandy, is as follows :—

	1st Class.	2nd Class.
Adult	Rs. 15.00	Rs. 12.00
Child (under 12)	Rs. 10.00	Rs. 9.00

N.B.—Neither the steamer companies nor Thos. Cook and Son hold themselves responsible for delays of any kind arising from any cause whatsoever, but Tickets will not be issued for the journey unless the time appointed for the ship's stay in port admits of its being undertaken safely under ordinary circumstances.

Train leaves Colombo 7.30 a.m., and arrives at Peradeniya (4 miles from Kandy) at 11.4 a.m. Carriages meet tourists here, taking them round the Government Botanical Gardens, and into Kandy, to the Temple of the Tooth, the Lake, etc.

In returning, the train leaves Kandy at 2.5 p.m., due in Colombo at 6 p.m. An hour will suffice to put passengers on board ship in the harbour.

The Government Botanical Gardens at Heneratgodde are well worth a visit, which occupies only half a day. Tickets and particulars of the trip can be obtained at 12, Baillie Street.

EXTENDED EXCURSIONS FROM COLOMBO TO KANDY, ADAM'S PEAK, NUWARA-ELIYA, BADULLA, BANDARAWELLA, RATNAPURA, ANURADHAPURA, GALLE, MATARA, Etc.

Tourists having more than one clear day at their disposal, should take Coupons for Railway and Coach journeys, which are only obtainable at 12, Baillie Street. They can be used at any time, and the Return Railway Tickets are available for **seventeen** days, inclusive of the days of departure and return. With these Tickets visits can be made to Kandy, Nuwara-Eliya (6234 feet), Adam's Peak (7363 feet), Badulla, Bandarawella, Anuradhapura, Galle, Matara, etc.

The Trip Round the Island

in the Ceylon Steamship Company's Steamers, calling at Paumban (Ramisseram), Jaffna, Trincomalee, the head-quarters

of the ships of the Royal Navy on the East India Station, and one of the most magnificent harbours in the world, Batticaloa, Hambantotte and Galle occupies about nine days (see advertisement, page 187). Passage tickets can be obtained of Thos. Cook & Son's Agent.

Ramisseram.

The famous temple on the island of Ramisseram can be visited from Colombo. Application should be made to Mr. Creasy, 12, Baillie Street, for particulars.

Southern India—Madras Presidency.

Southern India can be most conveniently visited from Colombo, there being at present daily sailings (except Sundays) between Colombo and Tuticorin, and combined Steamer and Railway Tickets are issued by Thos. Cook & Son.

Side trips to Ootacamund on the Nilgiri Hills, Bangalore, Hyderabad, Pondicherry, etc.

The South Indian Railway Company have inaugurated a new and fast service of trains between Madras and Tuticorin; and the British India Steam Navigation Co. have made great improvements in the steamer service between Colombo and Tuticorin, reducing the length of the journey from Colombo to Madras and *vice versa* to 38 hours instead of 44 as formerly.

By this service, Residents in and Travellers from the Madras Presidency can easily reach Colombo, where there is a much larger choice of Steamer Lines to all parts of the world, than from any Indian Port.

By writing beforehand to Messrs. Thos. Cook and Son, in Colombo, full information can be obtained and passages secured for any Line of Steamers.

Tourists proceeding from Colombo to Calcutta by taking the Overland Route can join their steamer at Madras after having visited some of the historical places in Southern India: Madura, considered by many second only in interest to Benares; Trichinopoly, famous in connection with the war between the French and English, 1749 to 1763, and the centre of Clive's and Dupleix's operations; and Tanjore, with its world-famed Temple. Or, by leaving the direct route, Seringapatam, with

its wonderful Fort, in which, in 1791, Tippoo repelled the attack of Lord Cornwallis; Mahabalipur (the Seven Pagodas), to archæologists one of the most important spots in Southern India; Ootacamund, a hill station in the Nilgiri Hills, 7228 feet above sea level; and Bangalore, also a hill station, 3113 feet above sea level.

Through fares from Colombo to Madras—First Class, Rs. 48.75; Second, Rs. 24.40; Native Servant, Rs. 7.63. Combined tickets, available for two months, can only be obtained from Messrs. Thomas Cook and Son's Agent. For more detailed particulars of the places of interest in Southern India referred to above, see pp. 65-68.

Through bookings to all parts.

Steamer Sailings.—Passages secured and through bookings effected by P. & O. and every direct line of steamers to Europe and *via* China, Japan, Australia, America, Canada, etc.

Railway Tickets can be obtained from Mr. Creasy, who is also Agent for the London and Colombo Forwarding Agency, and any sized parcels of the famous Ceylon Tea can be sent to any part of the world. One charge free to the address in the United Kingdom.

Information on all subjects gladly given free of charge.

How to Spend a Fortnight in Ceylon,

with Thos. Cook and Son's combined Coupons, which save much time and trouble.

1st Day.—Arrive at Colombo—any available time may be spent in driving to the Museum in the Cinnamon Gardens, Kelani Temple, Mount Lavinia, Galle Face, etc.

2nd Day.—Leave Colombo 7.30 a.m. train, arrive at Kandy 11.15 a.m. (Queen's Hotel, Florence Villa Hotel). The afternoon may be pleasantly spent in visiting the famous Botanical Gardens at Peradeniya.

3rd Day.—At Kandy. Lady Horton's Walk, The Temple of the Tooth, round the Lake, etc.; leave by train for Matale 6.25 p.m., arrive 7.30, dine and sleep at Matale Rest House.

4th Day.—Leave Matale by coach 8 a.m., breakfast at Dambulla 10 a.m., arrive at Anuradhapura 8 p.m., Government Rest House.

5th Day.—At Anuradhapura. Visit the Dagobas and other ruins.

NOTE.—When time admits, two days at least should be spent here, and, if possible, another day for Mahintale.

6th Day.—At Anuradhapura.

7th Day.—Leave Anuradhapura at 7.30 a.m., arrive at Dambulla 1.30 p.m., and Matale at 6.15 p.m. (sleep Matale).

8th Day.—Leave Matale 9.20 a.m., arrive Kandy 10.30 a.m. Leave Kandy 10.40 a.m. (due Hatton, for Adam's Peak, 1.56), arrive Nanu Oya 3.50 p.m. Trap to Nuwara-Eliya, 4 miles, Grand Hotel and Keena Hou[illegible] Hotel.

9th Day.—Nuwara-Eliya. Drive to Hakgala Gardens, round the Lake, etc.

10th Day.—Nuwara-Eliya. Ascend Pidurutalagala (the highest point in the island, 8296 feet.

11th Day.—Leave Nuwara-Eliya. Carriage drive to Badulla, 37 miles, leave 7 a.m., arrive at Attampitiya for breakfast 11 a.m., leave 1 p.m., arrive Badulla about 3 p.m. Government Rest House.

12th Day.—Leave Badulla by coach 7.15 a.m., arrive at Bandarawella 10.30 a.m., leave Bandarawella at 12.40 p.m., arrive Nanu Oya for Nuwara-Eliya 3.55 p.m., or Kandy 10.5 p.m.

13th Day.—Return to Colombo, leaving Nanu Oya 9.35 a.m., or Kandy 2.5 p.m., arrive Colombo 6 p.m.; or leave Kandy 7.10 a.m., arrive Colombo 11.38 a.m.

14th Day.—At Colombo.

The cost of the above itinerary would be about Rs. 111, including the carriage from Nuwara-Eliya to Badulla. Only about 30 lbs. of baggage, which should be in small packages, can be taken in the coaches and carriages.

The foregoing itinerary can be altered to suit the time and convenience of tourists, on application to Mr. Creasy, 12, Baillie Street, who will make the necessary arrangements

in advance with coaches, carriages, rest houses, etc. Visits can be made to Adam's Peak, and the return journey from Nuwara-Eliya made *via* Haputale and Ratnapura (the City of Gems) to Colombo—or by carriage from Nuwara-Eliya to Gampola, through beautiful scenery—joining the train for Colombo at the last named place.

Visitors will do well to read Miss F. Gordon Cumming's "Two Happy Years in Ceylon," and Ferguson's "Ceylon in 1893-4."

FARES TO INDIAN PORTS FROM COLOMBO.

Line.	1st Class.		2nd Class.	
	Single.	Return.	Single.	Return.
To Calcutta.	Rs.	Rs.	Rs.	Rs.
P. & O. or B. I. direct ...	120	180	75	113
M. M. Co.	120	180	80	120
Austrian Lloyd's	—	—	75	110
To Madras.				
P. & O.	60	90	30	45
B. I. S. N. Co.	50	90	30	54
A. Lloyd's	—	—	30	45
M. M. Co.	60	90	40	60
To Bombay.				
P. & O.	100	150	50	75
A. Lloyd's	—	—	50	75
B. I. Coasting	105	—	52.50	—
M. M. Co.	100	150	65	97.50
To Rangoon.				
Bibby Line	150	180	—	—
B. I. (*via* Tuticorin and Madras)	136	250	70	126

Return Tickets available 3 months. Round Trip, per P. and O., Colombo to Bombay, and Calcutta to Colombo, or *vice versa*. 1st Saloon, Rs. 165; 2nd Saloon, Rs. 94.

Tickets to be obtained at 12, Baillie Street, Colombo, where also Berths may be secured for Passage by every line of Steamer to Europe, India, Singapore, China, Japan, Brisbane, King George's Sound, Adelaide, Melbourne, Sydney, Tasmania, New Zealand, San Francisco, Vancouver, Mauritius, East African Ports, etc., etc.

MADRAS.

Hotels.—Buckingham, Elphinstone, Victoria.

Population, 460,000.

Distance from London, by Sea and Suez Canal, 7,313 miles.

Local time, 5 hours 21 minutes before Greenwich.

Madras, the third city and seaport of British India, the seat of government, and headquarters of the Madras Army, stretches for 9 miles along the coast, and 3½ miles inland, suburbs and villages included. Amongst the principal buildings are the Cathedral, Scotch Kirk, Government House, Senate House, Memorial Hall, and Chepak Palace. Fort St. George, or the White Town, contains the Arsenal and the principal Government Offices. The Observatory, founded in 1792, gives the standard time to all India, and is the fixed point of departure of the Trigonometrical Survey. The recreation grounds are the South Beach Promenade and the People's Park.

Madras is in railway communication with Calicut on the west coast, and *via* Bangalore with Goa, Poona, and Bombay. Also with Hyderabad, *via* Bezwada; from which point a railway has been authorised to Cuttack, which will doubtless be extended to Calcutta.

The Southern Indian Railway Company, with a view of accelerating the traffic between Madras and Colombo, have organised an express service between Madras and Tuticorin (*via* Trichinopoly and Madura), thence by one of the British India larger steamers to Colombo, the entire journey occupying 36 hours instead of 48 hours as hitherto. This railway affords travellers from Madras or Ceylon convenient facilities for visiting the historical districts and temples of Southern India, the centres of the greatest of the ancient Hindu dynasties. Unfortunately there is an absence of hotels, and the accommodation at the stations is very limited, but at Madura, Salem, Tanjore, Trichinopoly, etc., there are the usual travellers' bungalows.

Ootacamund, about 350 miles from Madras, is the chief Sanitarium of the Presidency, and during the summer months the headquarters of the Government and of the Commander-in-Chief. The nearest railway station is Methupalaiyam. The Sanitarium lies 7228 feet above sea level in an amphitheatre encircled by hills, and ornamented by an artificial lake nearly a mile and a-half long. A splendid vegetation combining tropical and English plants, flowers, and fruit, with an annual rainfall of 45 inches, and a mean temperature of 55° F., afford a delightful and refreshing retreat for residents in the plain.

Bangalore is a large town with a population of 170,000, the capital of the State of Mysore, and one of the most favourite military stations in India, the climate being noted for its healthiness. The chief buildings are the Maharajah's Palace, Government House, the Public Offices, the High School, and the Fort south of the old native quarter, about a mile east of which is the Lala Bagh, a beautiful pleasure garden.

Seringapatam, the old capital of the State of Mysore, under Hyder Ali and Tippoo Saib, one of the most historical places in India, is situated on an island formed by the river Cauvery. The fort, which overhangs the river, contains the ruins of Tippoo's Palace, the old Temple of Ranga Natha Swami, and the Jama Musjid built by Tippoo. The Darya Daulat Bagh, a summer palace of Tippoo just outside the fort, contains the pictures representing the defeat of Baillie at Conjeveram in 1780. The Lala Bagh contains the mausoleum of Hyder Ali and his son Tippoo.

Madura, the chief town of the district of the same name, was the political and religious capital of Southern India from time immemorial. The Great Pagoda or Temple sacred to Siva, a profusely ornamented and magnificent structure, was decorated as it now stands by Teruinala Nayak early in the seventeenth century. Some of the carving is superb, and the New Gallery is said to have cost a million sterling. The old Palace of Teruinala Nayak has been restored and is used as

public offices, forming one of the finest public buildings in India. Numerous other religious and non-religious edifices may be visited, and the principal drive is round a fine Teppa Kulam, or tank, which is fenced with stone, and has a temple in the centre.

Trichinopoly consists of a fort, military cantonment, and seventeen villages. Inside the fort on the north side of the town is the Rock, rising abruptly to a height of 273 feet, at the top of which is a small temple. The Nawab's Palace has been restored, and at the foot of the Golden Rock, outside the town, is the Central Jail, one of the largest in India. The most important local industries are gold and silver manufactures, weaving, and cigar-making. About two miles north from the Rock is the town of Seringham, with a remarkable Temple to Vishnu, called the Great Temple of Sri Rangam, with well-preserved painted ceilings, and ornaments of diamonds and other precious stones in one of the pavilions. In the court round the central hall is the so-called Hall of One Thousand Pillars, the number of which is now much reduced. At about a mile from this temple is a smaller one, sacred to Shiva, called the Temple of Jambukeshwar. It is built on an artistic plan, and is worth a visit, but has a neglected look.

Tanjore, situated in the garden of Southern India, was the last capital of the Chola dynasty, contains two Forts, much dismantled, enclosing the chief part of the native town. The principal sights are the Great Pagoda in the Little Fort, the Palace of the Rajah in the Great Fort, and Schwartz's Church. The Great Pagoda is considered the most remarkable of all the Temples of Southern India, and, having been preserved with little alteration, is the best specimen of the style of architecture peculiar to India, south of Madras. At the north-west corner of the outer enclosure is the wonderful Shrine of Karttikeya, the son of Shiva, an exquisite piece of decorative building. The Palace of the Rajah is a vast edifice of masonry of no architectural merit, containing statues and pictures, and a library of some 18,000 Sanscrit MSS., of which 8,000 are written on palm

leaves. Schwartz's Church contains a very fine group of figures in white marble, by Flaxman, representing the death of the aged missionary, Schwartz. Tanjore is noted for its artistic manufactures, such as jewellery, copper ware, pith models, carpets, silks, etc.

PART II.

INFORMATION FOR TOURISTS IN INDIA.

THE following general information and Specimens of Tours are given for the guidance of Travellers and Tourists arriving in India. Further details may be obtained on application at our Offices in Bombay, Calcutta, Rangoon, and from our Agent, Mr. E. B. Creasy, Colombo.

Currency.—The coins current in India are—

Rupee	16 annas	Half anna ...	6 pies
½ rupee ...	8 ,,	Quarter anna ...	3 ,, (1 pice)
¼ rupee ...	4 ,,	1/16 anna	1 pie
⅛ rupee ...	2 ,,		

Silver. Copper.

The Government in India Currency Notes are Rs. 1,000, Rs. 500, Rs. 100, Rs. 50, Rs. 20, Rs. 10, and Rs. 5.

Indian Currency Notes are not legal tender in Ceylon, but Tourists travelling with our Tickets can exchange them on payment of a small commission on application to our Agent at Colombo. Ceylon Government Notes are not legal tender in India.

Exchange.—Indian Currency may be obtained at our Offices at most favourable rates.

Landing.—Passengers by P. & O., Messageries, and Austrian Lloyd steamers are landed in steam launches at Bombay. Boats are also available; the rate from the steamer to shore, and *vice versa*, being for each boat 8 annas.

Public Conveyances.—In Bombay, Calcutta, and other large towns, conveyances may be engaged, within certain limits, by the hour. *In Bombay* the authorised charge is 8 annas per

hour inside the Fort. Outside the Fort limits rates are calculated according to distance.

Money Orders are issued at the principal Post Offices in India, where information can be obtained verbally, and where an official Postal Guide, giving all details, can be purchased for a trifling sum.

The latest published Postal and Telegraph Rates and Rules should be ascertained at the chief Offices before leaving the Presidency towns for the interior. As a rule, however, Telegrams can be despatched from, and received at, nearly all the railway stations and chief towns in India.

Railway Travelling.—The Indian railway carriages are constructed so as to enable each passenger to recline at full length during night journeys, and are also fitted with lavatories and W.C. Passengers should provide themselves with a pillow and razai (quilt), soap and towel. Rugs and warm clothing should also be taken, as although the days are warm, the nights, during the tourist season—November to February— are usually very cold.

Through Carriages.—Passengers for the North-West and Oude and Punjab leaving Bombay from the Victoria terminus of the G. I. P. Railway furnished with handsome Waiting and Refreshment Rooms, Bookstall, &c., may travel in carriages that run through by the North-East Mail Train, leaving every evening (1) *via* Agra Ghaziabad and Umballa to Lahore, (2) *via* Jhansi and Cawnpore to Lucknow, (3) *via* Allahabad, Mogul Serai (Junction for Benares) to Calcutta.

There are also *Through Carriages* from Bombay (Victoria Terminus) to Hyderabad, Secunderabad, and to Madras, by the South-East Mail Train leaving every evening.

Passengers by the B. B. & C. I. route to Delhi, Agra, &c., change carriages at Ahmedabad, from which point the journey is continued by the metre gauge.

Luggage.—First class passengers are allowed 120 lbs., and second class passengers 60 lbs., free. Half these weights allowed to children under twelve paying half fare. Luggage may

be booked (registered) through to destination on the direct routes if desired, and a receipt will be given by the railway company.

No free allowance of baggage is made at intermediate stations, and passengers wishing to break their journey should book their baggage through to that Station to which the coupon is available, intimating to the Station Master or Clerk, at starting, the name of the Stations at which the baggage will be required *en route*, when a note to that effect will be made on the Baggage Ticket, and the free allowance ensured when resuming the journey.

Railway Time.—Madras time, which is 30 minutes in advance of Bombay, and 33 minutes behind Calcutta time, is kept at all stations.

Reserved Accommodation.—A First Class compartment may usually be reserved on payment of four fares, and a Second Class compartment on payment of six fares, but the rules of each company vary, and full particulars may be obtained on application at our offices in Bombay or Calcutta.

Excess Luggage is charged for as follows—

	Per maund (80 lbs.) Rs. a. p.
Between Bombay and Calcutta, *via* Jubbulpore (direct) ...	9 0 0
" " " *via* B. B. & C. I. Ry. and Delhi	12 0 0
" " Delhi "	6 0 0
" " Madras (G. I. P.)	6 0 0
" Calcutta and Delhi, *via* Allahabad	6 0 0

Heavy Baggage not required on the journey through India, and *Deck Chairs*, may be sent addressed to our Offices at Bombay or Calcutta. The charges between Bombay and Calcutta are as follow—

	Via JUBBULPORE.	
By Passenger Train	per maund (80 lbs.)	Rs. 9 0 0
" Goods Train	"	" 5 4 0
	Via NAGPORE.	
By Passenger Train	per maund (80 lbs.)	Rs. 8 0 0
" Goods Train	"	" 4 3 9

Refreshment Rooms.—Refreshments can be obtained at most of the large stations, and Guards are authorised by the Railway Companies to wire from preceding stations if informed by passengers that meals will be required at the Refreshment Rooms.

Native Servants.—Travellers will find it desirable to engage a native servant during their stay in India, but should be cautious in their selection. None but well-known men should be employed, as certificates are easily borrowed, and cannot always be relied upon.

If desired, we will assist passengers travelling with our Tickets in the selection of a servant, but cannot in any way hold ourselves responsible for their honesty.

Guides.—Reliable English-speaking guides will be found in all the principal towns, and may be secured on application to the Managers of the Hotels.

Tickets for Circular Tours in India are issued only to Passengers travelling to or from India.

SPECIMEN ITINERARY OF THREE WEEKS' TOUR IN INDIA,

STARTING FROM BOMBAY.

Via B. B. & C. I. Co.'s Route.

1st Day ...	Leave Bombay (Colaba).	10th Day...	Leave Delhi.
,, ...	Leave do. (Church Gate).	,, ...	Arrive Tundla Junc.
2nd Day...	Arrive Ahmedabad.	,, ...	Arrive Agra Fort.
,, ...	Leave do.	14th Day...	Leave do.
,, ...	Arrive Aboo Road.	,, ...	Leave Tundla Junc.
4th Day...	Leave do.	,, ...	Arrive Cawnpore.
,, ...	Arrive Nana.	15th Day...	Leave do. O. and R.R.
,, ...	Leave do.	,, ...	Arrive Lucknow.
5th Day...	Arrive Ajmere (R.).*	18th Day...	Leave do.
,, ...	Leave do.	,, ...	Arrive Benares (Cantt.).
,, ...	Arrive Jeypore.	21st Day...	Leave do.
7th Day...	Leave do.	,, ...	Arrive Moghal Serai.
,, ...	Arrive Bandikui (R.).*	,, ...	Leave do.
,, ...	Leave do.	,, ...	Arrive Mokameh.
,, ...	Arrive Delhi.	,, ...	Leave do.
		22nd Day..	Arrive Calcutta.

First Class, Rs. 143·3; Second Class, Rs. 71·10; Native Servant, Rs. 22·5.

Time Table may be obtained at our offices.

Tourists not wishing to visit Calcutta can leave Benares at 5.17 a.m. on twenty-first day and arrive in Bombay 3 p.m. on twenty-second day.

* R. Refreshment Rooms.

Via G. I. P. and Indian Midland Route.

Leave Bombay (Victoria).
Arrive Nandgaon (for Ellora Caves).
Leave Nandgaon.
Leave Pachora (for Ajunta Caves).
Arrive Bhusawal (R.)*
Leave do.
Arrive Itarsi (R.)*
Leave do.
Arrive Bhopal (R).*
Leave do.
Arrive Jhansi.
Leave do.
Arrive Gwalior.
Leave do.
Arrive Agra.

Continued as per Itinerary, p. 74.

First Class, Rs. 127.6; Second Class, Rs. 63.12; Native Servant, Rs. 24.3.

* R. Refreshment Rooms.

The above itinerary is arranged for those whose time in India is limited, but the Tickets are good for two months, and are available to break the journey at all places of interest *en route*.

N.B.—THOS. COOK & SON do not hold themselves responsible for delays caused by alterations in the train service which may take place from time to time.

SPECIMEN ITINERARY OF THREE WEEKS' TOUR IN INDIA,

STARTING FROM CALCUTTA.

Via B. B. & C. I. Co.'s Route.

1st Day ... Leave Calcutta.
2nd Day ... Arrive Dinapore.
,, ... Leave do.
,, ... Arrive Mogul Serai.
,, ... Leave do.
,, ... Arrive Benares (Cantonment).
4th Day ... Leave do.
5th Day ... Arrive Lucknow.
7th Day ... Leave do.
,, ... Arrive Cawnpore E.I.R.
8th Day ... Leave do.
,, ... Arrive Tundla Junc.
9th Day ... Arrive Agra Fort.
12th Day ... Leave do.
,, ... Leave Tundla Junc.
12th Day ... Arrive Delhi.
15th Day ... Leave do.
,, ... Arrive Jeypore.
17th Day ... Leave do.
18th Day ... Arrive Ajmere.
,, ... Leave do.
,, ... Arrive Aboo Road (for Mt. Aboo).
20th Day ... Leave do.
,, ... Arrive Ahmedabad.
,, ... Leave do.
,, ... Arrive Baroda.
,, ... Leave do.
21st Day ... Arrive Bombay (Church Gate).
,, ... Arrive Bombay (Colaba).

First Class, Rs. 143.3; Second Class, Rs. 71.10; Native Servant, Rs. 22.5.

Time Table may be obtained at our Offices.

From Agra via Indian Midland and G. I. P. Co.'s Route.

Leave Agra.	Arrive Itarsi (R.)*
Arrive Gwalior.	Leave do.
Leave do.	Arrive Bhusawal (R.)*
Arrive Jhansi.	Leave do.
Leave do.	Leave Pachora (for Ajunta Caves).
Arrive Bhopal (R.)*	Arr. Nandgaon (for Ellora Caves).
Leave do.	Leave do.
	Arrive Bombay (Victoria).

Fare from Calcutta—First Class, Rs. 127.6; Second Class, Rs. 63.12; Native Servant, Rs. 24.3.

* R. Refreshment Rooms.

The above itinerary is arranged for those whose time in India is limited, but the Tickets are good for two months, and are available to break the journey at all places of interest *en route*.

N.B.—THOS. COOK & SON do not hold themselves responsible for delays caused by alterations in the train service which may take place from time to time.

SPECIMEN TOURS IN INDIA.

Tickets for Circular Tours in India are issued only to Passengers travelling to or from India.

No. 1.—Bombay, Baroda, Ahmedabad, Aboo Road (for Mount Aboo), Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs. 143.3; Second Class, Rs. 71.10; Native Servant, Rs. 22.5.

No. 2.—Bombay, Baroda, Ahmedabad, Aboo Road (for Mount Aboo), Jeypore, Rewari, Ferozepore, Lahore, Umritsar, Saharanpur, Delhi, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs. 184.4; Second Class, Rs. 92.13; Native Servant, Rs. 28.12.

No. 3.—Bombay, Baroda, Ahmedabad, Aboo Road (for Mount Aboo), Jeypore, Delhi, Agra, Gwalior, Jhansi (for Sanchi and Bhopal), Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs. 146.1; Second Class, Rs. 73.1;
Native Servant, Rs. 24.9.

No. 4.—Bombay, Baroda, Ahmedabad, Aboo Road, Jeypore, Delhi, Agra, Cawnpore, Lucknow and back, Allahabad, Benares, Calcutta, or *vice versa*.

First Class, Rs. 154.9; Second Class, Rs. 77.6.
Native Servant, Rs. 23.13.

No. 5.—Bombay, Baroda, Ahmedabad, Aboo Road, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Calcutta, and back to Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 234.14; Second Class, Rs. 117.8;
Native Servant, Rs. 42.4.

No. 6.—Bombay, Baroda, Ahmedabad, Aboo Road, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 168; Second Class, Rs. 84;
Native Servant, Rs. 30.1.

No. 7.—Bombay, Baroda, Ahmedabad, Aboo Road, Jeypore, Delhi, Agra, Jeypore, Ahmedabad, and back to Bombay, or *vice versa*.

First Class, Rs. 121.4; Second Class, Rs. 62.6;
Native Servant, Rs. 20.1.

No. 8.—Bombay, Baroda, Ahmedabad, Aboo Road (for Mount Aboo), Jeypore, Delhi, Tundla, Agra, Cawnpore, Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 154.7; Second Class, Rs. 77.4;
Native Servant, Rs. 27.8.

No. 9.—Bombay, Nandgaon (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Cawnpore, Agra, Tundla, Delhi, Jeypore, Aboo Road (for Mount Aboo), Ahmedabad, Bombay.

First Class, Rs. 135.12; Second Class, Rs. 67.15;
Native Servant, Rs. 26.7.

No. 10.—Bombay, Nandgaon (for Ellora Caves), Pachora for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs. 127.6; Second Class, Rs. 63.12; Native Servant, Rs. 24.3.

No. 11.—Bombay, Nandgaon (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Jeypore, Aboo Road (for Mount Aboo), Ahmedabad, Bombay, or *vice versa*.

First Class, Rs. 104.13; Second Class, Rs. 52.7; Native Servant, Rs. 21.15.

No. 12.—Bombay, Marmar, Nandgaon (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 144.5; Second Class, Rs. 72.3; Native Servant (3rd Class), Rs. 30.9.

No. 13.—Same as No. 1 to Calcutta, thence P. & O. Steamer to Colombo, B. I. Steamer to Tuticorin, Madura, Trichinopoly, Tanjore, Erode, Madras, Wadi, Hyderabad, Poona, and Bombay, or *vice versa*.

First Class, Rs. 385.2; Second Class (First Class Steamer), Rs. 259.6; Native Servant, Rs. 85.11.

No. 14.—Bombay, B. I. Steamer to Karachi, rail to Mooltan, Lahore, Delhi, Tundla, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs. 220.10; Second Class (First Class Steamer), Rs. 110.6; Native Servant, Rs. 31.11.

No. 15.—Bombay, B. I. Steamer to Karachi, rail to Mooltan, Lahore, Delhi, Tundla, Agra, Jeypore, Aboo Road (for Mount Aboo), Ahmedabad, Baroda, Bombay, or *vice versa*.

First Class, Rs. 198.14; Second Class (First Class Steamer), Rs. 129.9; Native Servant, Rs. 29.7.

No. 16.—Bombay, Poona, Hotgi, Wadi (for Hyderabad), Madras, Erode, Trichinopoly, Tanjore, Madura, Tuticorin, thence B. I. Steamer to Colombo, or *vice versa*.

First Class, Rs. 121.12; Second Class (First Class Steamer), Rs. 67.12; Native Servant, Rs. 25.5.

No. 17.—Bombay, Mormugao by Shepherd & Co.'s Steamer, thence Castle Rock, Londa, Belgaum, Wathar (for Mahableshwar), Poona, Bombay, or *vice versa*.

First Class, Rs. 44.6; Second Class, Rs. 29.12; Native Servant, Rs. 6.11.

No. 18.—Bombay, Mormugao by B. I. S. N. Co.'s Steamer, thence Castle Rock, Dharwar, Hubli, Gadag, Bijapore, Hotgi, Poona, Bombay, or *vice versa*.

First Class, Rs. 54.6; Second Class, Rs. 34.12; Native Servant, Rs. 9.4.

No. 19.—Bombay, Poona, Belgaum, Dharwar, Hubli, Bangalore, Jollarpet, Madras, thence as Tour No. 16, or *vice versa*.

First Class, Rs. 116.4; Second Class, Rs. 67.12; Native Servant, Rs. 21.10.

N.B.—The foregoing are simply Specimen Tours; fares for other tours may be had on application. The Tickets are available for two months, and allow breaks of journey at *all* places of interest *en route*. Fares and times subject to change.

Important.—Tourists intending to visit Mount Aboo should write beforehand to the Station-master, Aboo Road, to arrange for ponies to ascend the hill. Permits to visit the Temples are necessary, and can be obtained from the Magistrate at Mount Aboo. See p. 81.

SUPPLEMENTARY TICKETS.

	1st Class.	2nd Class.	3rd Class.
	Rs. a.	Rs. a.	Rs. a.
Agra to Gwalior and back	9 10	4 14	2 6
Bankipore to Gaya ,, ...	8.0.3	4.0.3	1 8
Bombay to Poona ,, ...	14 14	7 8	3 12
,, Hyderabad ,, ...	63 4	28 15	14 12
Calcutta to Darjeeling ,, (11 days)	66 6	33 3	16 8
,, Mandalay ,, (Rail from Rangoon)	195 5	93 0	28 8
,, ,, ,, (Steamer fr. Rangoon)	236 0	118 0	32 0
,, Rangoon ,, ...	135 0	75 0	20 0
Cawnpore to Lucknow ,, ...	5 12	2 14	1 3
Colombo to Kandy ,, ...	9 0	6 0	3 0
,, Nanu Oya (for Nuwara Eliya) and back	18 9	12 6	6 0
Delhi to Lahore, *via* Ghaziabad ,, ...	43 10	21 14	7 10
Erode to Metapollium ,, ...	10 0	5 6	2 4
Ghaziabad (Delhi) Lahore and back ...	42 0	21 0	7 14
,, ,, Peshawur and back ...	77 6	38 12	14 8
,, ,, Saharanpur (for Mussoorie) and back	12 6	6 4	2 6
,, ,, Umballa (for Simla) and back	19 10	9 14	3 10
Hotgi to Bijapore and back	7 6	3 12	1 4
Jollarpet to Bangalore ,, ...	11 0	5 8	2 4
,, Mysore ,, ...	21 0	10 14	4 1
Lahore to Peshawur ,, ...	35 8	17 12	6 11
Metapollium, Ootacamund—			
Mail tonga ,, ...	34 0	—	—
Special tonga ,, ...	90 0	—	—
Tiucorin to Colombo (B. I. Steamer) ...	19 0	9 8	4 0
Trichinopoly to Tanjore and back	4 0	2 0	0 12
Umballa to Kalka and back by rail ... Kalka-Simla and back (Mail tonga)	27	21 10	—
Villupuram to Pondicherry and back	3 0	1 8	0 8
Wadi Junc. to Secunderabad (Hyderabad) and back	17 1	5 12	3 2

Fares subject to change.

CAVES OF AJUNTA, ELLORA, AND ELEPHANTA.

AJUNTA CAVES.

Pachora (G. I. P. Railway) to Furdapur by bullock cart, no other conveyance (Travellers' bungalow at Furdapur); Rs. 10 return fare. Thence tonga to Caves and back, R. 1. Time occupied, about 12 hours each way. Travellers must take their own provisions.

Applications for carts to be made to the Mamlatdar of Pachora.

Travellers cannot proceed direct from Ajunta to the Ellora Caves, but must return to Pachora.

ELLORA CAVES.

Reached from Nandgaon (G. I. P. Railway) by tonga, holding three passengers.

FARE TO ELLORA CAVES AND BACK FROM NANDGAON.

For one or two passengers (Mail tonga)	Rs. 42
For three passengers ,, ...	Rs. 50
,, ,, (Private tonga)	Rs. 45

Time occupied by mail tonga, eight hours each way.

There are two Dak bungalows at Roza, on the top of the hill, about a mile from the Caves, where comfortable accommodation and bedding can be had. The larger bungalow belongs to the Nizam of Hyderabad, and accommodates seven or eight persons. Permission for its use to be obtained from the Sudr Tulukdur, Aurangabad. Visitors are advised to take a sufficient supply of provisions and liquors for the trip.

There are waiting rooms at Nandgaon Station for ladies and gentlemen, also a Dak bungalow.

There are two Dak bungalows between Nandgaon and the

Caves, one at Tarora, 14 miles, and the other at Deogaon, 34 miles from Nandgaon, where food and bedding can be had.

Miles.		Passenger Mail.	Mixed Pass.
	Dep. Bombay. (Victoria Term.)	*4.30 p.m.	*9 0 p.m.
178	Arr. Nandgaon	4.15 a.m.	10.20 a.m.
232	,, Pachora	7.22 a.m.	2.0 p.m.
		Mail.	
	Dep. Pachora	7.20 a.m.	12.53 p.m.
	Arr. Nandgaon	9.22 a.m.	10.36 p.m.
	,, Bombay	3.30 p.m.	8.55 a.m.

*Bombay time.

FARES FROM BOMBAY.

	1st Class.	2nd Class.	3rd Class.
To Nandgaon and back ...	Rs. 22. 4	Rs. 11. 2	Rs. 5.10
To Pachora and back	Rs. 29. 0	Rs. 14. 8	Rs. 7.4

THE CAVES OF ELEPHANTA.

The steam launch leaves the Apollo Bunder, Bombay, on days and hours which can be ascertained at the office, 13, Esplanade Road, Bombay, for the Island of Elephanta. Tickets, 5 Rupees each. The Cave Temples are three in all: the largest, which is in the centre, is 133 feet by 130½ feet by 20 feet high, supported by huge pillars with ornamental capitals. A gigantic three-headed bust, supposed to represent the Hindu Trinity, faces the main entrance. Here once stood a stone elephant 13 feet long, from which the island derived its name. A flight of stone steps and a pathway, a quarter of a mile from the landing-stage, lead to these curious idolatrous structures of bygone generations.

JEYPORE.

(**Hotel.**—Rustom.)

Jeypore is one of the most interesting cities in India.

To visit Amber, the old capital, it is necessary to obtain the permission of the Political Agent, who will furnish elephants to convey visitors to the Palace. All information in regard to the places of interest in and around Jeypore can, however, be had of the proprietor of the Hotel, who will also arrange for permits,

and there is no need to trouble the Resident with references on the subject, or to apply to him for passes until arrival at Jeypore.

OODEYPORE.

Udiapur (Oodeypore), the capital of the Native State of Mewar, or Udiapur, in Rajputana, is 8 miles from Debari Station on the Oodeypore-Chitor Railway. There is a regular carriage service between Debari and Oodeypore. The site of the city with its palace placed on a low ridge overlooking a romantic lake, is one of the most beautiful and picturesque in India.

FARE: CHITOR TO DEBARI.

First Class ... ... Rs. 4.12 | Second Class ... ... Rs. 2.9

MOUNT ABOO.

Aboo Road, 425 miles from Bombay, on the B. B. & C. I. Railway, is the station for Mount Abu (or Aboo), from which it is distant about 17 miles. There is a refreshment-room at the railway station, and a good travellers' bungalow about 1¼ miles distant, also hotels and a travellers' bungalow on the hill, up which there is a fair road. Ponies and other conveyances can be obtained at the following charges:—

Ponies.—Rs. 4 each; for servants, Rs. 2. Time occupied, about 5 hours.

Jinrickshaws.—Hire of Rickshaw, including time occupied in journey up hill, 6 hours, Rs. 6. Jinrickshaws are generally available on 24 hours' notice being given.

Baggage Coolies.—9 annas each.

Tourists intending to visit Mount Aboo should write beforehand to the Stationmaster, Aboo Road, to arrange for ponies, etc., to ascend the hill. Permits to visit the Temples are necessary, and can be obtained from the Magistrate at Mount Aboo.

THE BRAHMAPUTRA, THE RHINE OF INDIA.

A most interesting excursion, and one which no traveller to India should omit, is a visit to the important tea-bearing

districts of the country, situated in the valley of Assam, intersected by the world-famed Brahmaputra. But a few years ago this trip was impossible to ordinary travellers, the journey up and down occupying considerably over a month; but now a rapid daily mail service has been established, which brings the return journey to Gáwhatti within five days from Calcutta.

Leaving Calcutta by the Darjeeling Mail in the afternoon, the interesting little station of Dhubri is reached on the following afternoon, through some of the richest seed-bearing districts of Bengal.

At Dhubri the traveller proceeds on one of the well-appointed mail boats of the River Steam Navigation Company. The scenery here is very fine, the gently sloping Garo hills being seen on the south bank, and beyond on the right bank are the thickly-wooded Bhutan Hills, behind which rise the snow-clad Himalayas.

The snowy range runs fairly parallel with the Brahmaputra, and the early riser will admit that no scenery can be compared to the rising beams of the sun striking on the snow-clad mountains. Before noon on the first day Goalpara is reached, picturesquely situated at the foot of a conical hill.

Numerous muggers or man-eating alligators will be seen basking their ugly carcases on the many sand-banks, and the sportsman will doubtless amuse himself by shooting some of these dangerous reptiles, which simply swarm in the river the whole way up.

Late on the same night, or early next day, Gáwhatti is reached, the prettiest station in Assam. There are many most interesting places to visit in the neighbourhood of Gáwhatti, among others an old Hindoo temple, situated on a hill a short distance from the town, rising to a height of over 700 feet from the base. The temple is approached by high granite steps encircling the hill, at the top of which 100 virgins are said to reside. The beautiful scenery and the curious temples which can be visited, where oxen and sheep are daily sacrificed to the presiding deity, well repay a visit. There is another temple on Peacock Island, in the centre of the river close to

the station, and although the place does not swarm with these holy birds as formerly, yet the temple is curious.

The most important industry carried on by Europeans in Assam is tea culture, and although finer bushes can be seen further up the valley than at Gáwhatti, still it is here that real tea gardens are first met with. These are mostly situated on the hill sides, and the little bushes are visible from the river bank dotting the slopes, and the grass-thatched bungalow in which the manager lives. A call at any of the gardens will well repay the trouble of getting there, when the whole process, from the plucking of the leaf to the withering, rolling, fining, and packing of the tea, may be inspected.

The Excursion may be extended by proceeding next day as far as Tezpore, and from thence a two days' further run to Debrughur. The scenery is fine the whole way, and the further up the wilder it gets, and nowhere is the snowy range lost to view. From Debrughur can be seen tea stretching, in many cases, for 2,000 acres in one block; and, if desirable, the Assam coal-fields and petroleum springs can be visited.

The journey downward only occupies three days.

FARES, ETC., ON THE BRAHMAPUTRA.

	1st Class.
1. Calcutta to Debrughur and back, *via* Goalundo (time occupied, 14 days)	Rs. 116. 0
2. Calcutta to Gáwhatti (for Shillong) and back, *via* Goalundo (time occupied, 8 days)	Rs. 79. 0
3. Calcutta to Debrughur and back, *via* Jattrapur (time occupied, 11 days)	Rs. 111. 8
4. Calcutta to Gáwhatti (for Shillong) and back, *via* Jattrapur (time occupied, 5 days)	Rs. 72. 8

In addition to above fares Rs. 4 per day is charged for messing.

Special steamers for private parties containing 10 to 12 berths can, as a rule, be arranged for by giving our Calcutta Office about a week's notice. Fares, Rs. 350 per day, and Rs. 4 per day each passenger for messing.

LIST OF HOTELS AND RAILWAY REFRESHMENT ROOMS

at which our Special Indian Series of Coupons is accepted.

The Indian Hotel Coupons provide for a full day's board if used in their entirety, namely :—

Bedroom, lights and service, with bath.
Chota házri, or early tea, with toast.
Burra házri, or meat breakfast
Tiffin or lunch ... ... } At table d'hote.
Dinner ... ...

In all cases visitors must conform to the ordinary rules of the hotel, and when they stay an entire day (*i.e.*, over 12 hours) a full day's Coupon must be given up unbroken, whether all the meals are taken in the hotel or not.

Abu Road.—Railway Refreshment Rooms.

Agra.— Laurie's Great Northern Hotel. Hotel Metropole. *a** Northbrook Hotel. *a*

Agra Fort Station.—Railway Refreshment Rooms.

Ahmedabad. — Railway Refreshment Rooms.

Ajmere. — Railway Refreshment Rooms.

Allahabad. Laurie's Great Northern Hotel. *a* Great Eastern Hotel.

Bandikui. — Railway Refreshment Rooms.

Bareilly. — Railway Refreshment Rooms.

Bangalore.—Cubbon Hotel.

Bellary.—Royal Hotel. *a*

Benares.— Clark's Hotel. Hotel de Paris.

Benares (Cantonment).—Railway Tea and Coffee Rooms.

Bombay. Esplanade Hotel. *a** Great Western Hotel. *a** Apollo Bunder Hotel. *a** Refreshment Rooms, Victoria Terminus. Gymkhana Hotel (Fort) *a* Cumballa Hotel. Adelphi Hotel (Byculla).

Bora Bimki. — Railway Tea and Coffee Rooms.

Calcutta. Great Eastern Hotel. *a** Spence's Hotel. *a** Grand Hotel.* Mrs. Monk's Boarding Houses.*

Caunpore.— Lee's Railway Hotel. Railway Refreshment Rooms. Civil and Military Hotel.

Ceylon (Colombo). Grand Oriental Hotel. *a** Galle Face Hotel. *a** Bristol Hotel. *a**

Ceylon (Kandy). Queen's Hotel. *a** Florence Villa Hotel.*

Ceylon (Hatton). — Adam's Peak Hotel.*

Ceylon.— (*Nuwara Eliya*) Grand Hotel. *a** Keena House Hotel.*

Chandausi.—Railway Refreshment Rooms.

Chikalva.—Chikalva Hotel.

Chingleput.—Railway Refreshment Rooms.

Coonoor.—Glenview Hotel. *a*

Cuddalore, Old Town. — Railway Refreshment Rooms.

Dalhousie.—Strawberry Bank Hotel.

Darjeeling. Woodlands Hotel. *a** Boscolos Grand Hotel. Mrs. Monk's Boarding Houses, "Benmore" and "Bellevue."*

Delhi. Maiden's Metropolitan Hotel. *a* Hotel Metropole. *a* Laurie's Great Northern Hotel. Grand Hotel. *a* Imperial Hotel.

Fyzabad.— Graham's Hotel. Railway Refreshment Rooms.

a The Hotels marked (*a*) accept Coupons in entire days only.
* Exceptional Hotel arrangements, see page 86.

Goa (Panim).—Crescent Hotel.
Gwalior.—Railway Retiring Rooms.
Hardoi. — Railway Refreshment Rooms.
Hyderabad.—Cosmopolitan Hotel. *a*
Jaunpore.—Railway Refreshment Rooms.
Jeypore.—Rustom Family Hotel. Railway Refreshment Rooms. Amber Refreshment Rooms. Kaiser-i-hind Hotel.
Jubbulpore.—Jackson's Hotel. *a*
Jullunder.—Cheltenham Hotel. *a*
Kalka.—Lowrie's Hotel. *a*
Kathgodam.—Railway Refreshment Rooms.
Khandalla.—Khandalla Hotel.
Kurrachee.—Reynold's Hotel.* Long View Hotel. *a*
Kurseong.—Clarendon Hotel. *a**
Lahore.—Charing Cross Hotel. *a* United Service Hotel. *a*
Lanaoli.—Lanaoli Hotel.
Lucknow.—Hill's Imperial Hotel. Royal Hotel. *a* Railway Refreshment Rooms.
Madras.—Buckingham Hotel. *a* Elphinstone Hotel. Victoria Hotel, Egmore. Railway Refreshment Rooms, Egmore.
Madura. — Railway Refreshment Rooms.
Mahableshwar.—Fountain Hotel.
Mandalay (Burma). — Continental Hotel.*
Matheran.—Granville Hotel. *a* Rugby Hotel.
Meerut Cantonments. — Empress Hotel. *a*
Morlani.—Railway Tea and Coffee Rooms.
Motihari. — Railway Refreshment Rooms.
Mount Aboo.—Rajputana Hotel.
Muzaffarpore.—Railway Refreshment Rooms.
Murree.—Viewforth Hotel. *a* Imperial Hotel.
Mysore.—Gordon Hotel.
Nagpur. — Railway Refreshment Rooms.
Naini Tal.—Douglas Dale Hotel. Hotel Metropole. *a* Woodbine Lodge. Garden House.
Nasik. — Railway Refreshment Rooms.
Negapatam.—Railway Refreshment Rooms.
Palanpur.—Railway Refreshment Rooms.
Phalera. — Railway Refreshment Rooms.
Poona.—Connaught House.* Wellington House. Napier Hotel. *a*
Quetta.—Lansdowne Hotel. *a*
Rai Bareilly.—Railway Tea and Coffee Rooms.
Rajpore.—Prince of Wales Hotel. *a*
Raneegunge.—Williams' Hotel. *a*
Rangoon (Burma).—Evershed's Hotel.* Barne's Family Hotel.
Rawal Pindi.—Lime Tree Hotel. *a* Rowbury's Hotel. *a* Viewforth Hotel. *a*
Saharunpore.—Metropolitan Hotel. *a*
Secunderabad.—Deccan Hotel. *a* Duke of Connaught. *a*
Shahjehanpore.—Railway Refreshment Rooms.
Shillong.—Shillong Hotel. *a*
Simla.—Lowrie's Hotel. *a* Longwood Hotel. *a*
Somastipore. — Railway Refreshment Rooms.
Sujat Road.—Railway Refreshment Rooms.
Tanjore. — Railway Refreshment Rooms.
Trichinopoly Junction. — Railway Refreshment Rooms.
Tuticorin.—Royal Hotel. *a* British India Hotel. *a* Railway Refreshment Rooms.
Umritsar.—Umritsar Hotel. *a*
Villapuram.—Railway Refreshment Rooms.

a The Hotels marked (*a*) accept Coupons in entire days only.

* Exceptional Hotel arrangements, see page 86.

Exceptional Hotel Arrangements at Bombay, Calcutta, etc.

Agra.—Coupons received in entire days only at the Metropole Hotel. At Laurie's Great Northern Hotel an extra charge of one rupee per day is made from November 1st to March 31st.

Bombay.—At the Esplanade Hotel, Bombay, an extra charge from one to five rupees per day, and at the Apollo Bunder and Great Western Hotels, from one to two rupees per day is made according to the accommodation provided.

Calcutta.—At the Great Eastern Hotel, Spence's Hotel, Grand Hotel, and Mrs. Monk's Boarding Houses, an extra charge of from one to three rupees per day, according to season and position of room, is made.

Ceylon.—An extra charge of from two to three rupees per day, according to the season, is made at the Hotels in Ceylon. Intimation should be given on arrival if the stay is to exceed three days. The Indian Hotel Coupons are accepted in Ceylon at their full value of Rs. 5.

Darjeeling.—At Darjeeling an extra charge of two rupees per day is made, except at Boscolo's Grand Hotel, from the 1st November to the 31st March. The coupons are only received in entire days, and the above extra charges are to be paid in settlement of accounts at the hotel before leaving.

Kurrachee.—Coupons are received in entire days only at Reynolds' Hotel, where an extra charge is made of one rupee per day from October 1st to March 31st.

Kurseong.—At Kurseong an extra charge of two rupees per day is made.

Mandalay.—An extra charge of two rupees per day is charged at the Continental Hotel.

Poona.—At the Connaught Hotel an extra charge is made of from one to four rupees per day according to accommodation.

Rangoon.—At Evershed's Hotel an extra charge of two rupees per day is made.

STEAMER SAILINGS.

From Bombay.

For *Plymouth and London.—P. and O. S. N. Co.*—Every Saturday at 2 p.m., calling at Aden, Port Said, Marseilles, and Gibraltar.

For *Marseilles.—P. and O. S. N. Co.*—Every Saturday at 2 p.m., calling at Aden and Port Said.

For *Marseilles.—Messageries Maritimes S. S. Co.*—Once a month.

For *Straits, China and Japan.—P. and O. S. N. Co.*—Every fortnight, calling at Colombo, Penang, Singapore, Hong Kong, Shanghai, and Japan.

For *Australia.—P. and O. S. N. Co.*—Every fortnight, calling at Colombo, transferring to another of the Company's steamers for Albany, Adelaide, Melbourne, and Sydney.

For *Calcutta.—Asiatic S. N. Co., Ltd.*—Every fortnight, calling at Coast Ports.

For *Calcutta.*—Weekly, calling at Coast Ports.

For *Naples and Genoa.—Rubattino Line (Italian S. N. Co.).*—Every four weeks, from November 11th, calling at Aden, Suez, Port Said, Alexandria, and Naples.

For *Trieste.—Austro-Hungarian Lloyd's S. N. Co.*—First of each month, calling at Brindisi; also a slow service leaving on the 7th of each month, *via* Karachi.

For *Shanghai.—Austrian Lloyd's S. N. Co.*—Once a month, calling at Colombo, Penang, Singapore, and Hong Kong.

For *Liverpool, calling at Marseilles.—Hall Line.*—At intervals.

For *Liverpool, calling at Marseilles.—Anchor Line.*—At frequent intervals.

For *Liverpool, calling at Marseilles.—Clan Line.*—At intervals.

For *London or Liverpool.—City Line.*—At intervals.

For *Karachi and Persian Gulf Direct.—B. I. S. N. Co.*—Every Friday at 2 p.m., or later, on arrival of English mail; also on Thursday at noon.

For *Karachi, via Coast Ports.—B. I. S. N. Co.*—Every Tuesday at 10 a.m.

For *Karachi, via Coast Ports.—Bombay S. N. Co.*—Twice a week.

From Calcutta.

For *London.—P. and O. S. N. Co.*—Every fortnight, calling at Colombo, Aden, Port Said, Malta, and Gibraltar, and Port Said for Brindisi and Marseilles.

For *London.—B. I. S. N. Co.*—Every fortnight, calling at Madras, Colombo, Suez, and Naples.

For *London.*—By *City, Harrison, or Anchor Lines, via* Colombo and Suez Canal; each Line sailing about once a fortnight.

For *Australia, Straits, China, and Japan.—P. and O. S. N. Co.*—Every fortnight; and *Messageries Maritimes*, once a month, transferring at Colombo. By all Lines to Colombo, connecting there with *Orient Line*, sailing once a month.

For *Australia.*—By China Steamers of *Apcar and Indo-China S. S. Co.*, or *B. I.* steamers to Singapore; thence *Messageries Maritimes* or *Royal Dutch Mail Line* to Batavia, thence *Queensland Royal Mail*, to Brisbane, sailings once a month.

For *Australia*.—By *B. I. S. N. Co.* for Adelaide, Melbourne, Sydney, and Brisbane, *via* Singapore, sailings about once a month.

For *Penang, Singapore, Hong Kong, and Japan*.—By China steamers of *Apcar and Indo-China Lines* about every ten days.

For *San Francisco*.—By *Apcar and Indo-China S. S. Co.'s* steamers to Hong Kong, thence by *Pacific Mail S. S. Co.*, and *Occidental and Oriental S. S. Co.*, about every ten days.

For *Vancouver*.—By China steamers of *Apcar and Indo-China S. S. Co.* to Hong-Kong, about every ten days, thence by *Canadian Pacific S. S. Co.*, every three weeks.

For *Marseilles*.—*Messageries Maritimes* for Madras, Pondicherry, and Colombo, transferring at the latter Port for Suez and Marseilles.

For *Rangoon*.—*B. I. S. N. Co.*—Three times a week; and *Asiatic S. S. Co.*, once a week.

For *Andaman Islands*.—By *Asiatic S. S. Co.*, every six weeks.

For *The Straits*.—*B. I. S. N. Co.*—Once a week; and about every nine days by *Apcar and Indo-China S. S. Co.'s* steamers.

For *Madras and Colombo*.—*Via* Coast Ports by *B. I. S. N. Co.*, or *Asiatic S. S. Co.*, once a week.

For *Mauritius and South Africa*.—By *B. I.* steamer, *via* Colombo to Mauritius, thence by *Castle Royal Mail S. S. Co.*, sailings once a month.

For *South Africa*.—By *Natal Direct Line*, sailings about once a month.

From Rangoon.

For *Marseilles, Plymouth, and London, via* steamer to Madras.—Weekly sailings by *British India Line*, rail to Bombay, thence by *P. and O.* steamer.

For *Marseilles*.—As above to Bombay, thence per *Messageries Maritimes Company*.

For *Colombo, Marseilles and London*, direct.—Every three weeks by *Bibby Line* steamers.

For *London or Liverpool* direct.—By *Patrick Henderson Company's* steamers about every three weeks.

For *Calcutta*.—By *British India Line*, direct steamers every Monday and Friday; also departures every Wednesday, *via* Sandaway, Kyouk Phyoo, Akyab, Chittagong.

For *Straits Settlements*.—Every Sunday, by *British India* steamers.

For *China and Japan, via* weekly service of *British India Line* to Straits Settlements, thence fortnightly by *P. and O.* steamers.

For *San Francisco, New York and Europe*.—As above to Hong Kong or Yokohama, thence either by the *Pacific Mail* or *Occidental and Oriental Companies'* combined service, sailings three or four times a month.

For *Vancouver, Montreal, New York, and Europe, via Straits Settlements* and *P. and O. Line*.—As above to Hong Kong, Shanghai or Yokohama, thence by *Canadian Pacific Company's* steamers every three or four weeks.

For *Australia, Tasmania, and New Zealand*.—By *Bibby Line* to Colombo, thence by *P. and O.*, sailings fortnightly from Colombo.

For *Australia, Tasmania, and New Zealand*.—By *Bibby Line* to Colombo, thence by *Orient Line*, sailings fortnightly from Colombo.

For *Mauritius*.—As above to Colombo, thence *British India Line*. Departures every twenty-eight days from Colombo.

For *Natal and the Cape*.—As above to Mauritius, thence

Castle Line steamer. Sailings once a month Mauritius to Natal, and four times a month by *Castle* or *Union Line* from Natal to the Cape and England.

For *Egypt, via Madras to Bombay.*—As above, thence by *P. and O.*, weekly service from Bombay.

For *Egypt, via Bibby Line to Colombo.*—As above, thence *P. and O.*, fortnightly from Colombo.

For *Egypt, via Bibby Line.*—To Colombo, thence *P. and O. Line*, fortnightly from Colombo.

For *Egypt.*—By *Bibby* or *Patrick Henderson Line*, sailings of each Company about every three weeks.

For *Madras.*—By *British India Line*, direct Steamer every Saturday.

From Madras.

For *London.*—*Via* Rail to Bombay, thence by *P. and O.* every week *via* Aden, Port Said, Marseilles, and Gibraltar.

For *London.*—By *British India Steam Navigation Company*, calling at Colombo, Aden, Suez Canal, and Naples. Sailing once a fortnight.

For *London.*—By *Clan Line*, calling at Colombo and Suez Canal. Sailing once a fortnight.

For *Marseilles.*—By *Messageries Maritimes* once a month, calling at Pondicherry; transferring passengers at Colombo for Suez Canal and Marseilles.

For *Colombo.*—By *Austrian Lloyd* once a month, and by *British India Steam Navigation* and *Asiatic S. S. Co.'s*, *via* Coast Ports, every week.

For *Australia.*—By all above steamers to Colombo, transferring there to the *P. and O.*, *Orient*, *Messageries Maritimes*,

and *North German Lloyd* steamers, by which there are sailings every week.

For *Calcutta*.—By *Messageries Maritimes* and *Austrian Lloyd* once a month; by *British India Steam Navigation Co.* and *Clan Line* once a fortnight; and by *British India Steam Navigation Co.* and *Asiatic S. S. Co.*, *via* Coast Ports, every week.

For *Rangoon*.—By *British India Steam Navigation Co.* and *Asiatic S. S. Co.* twice a week.

For *The Straits*.—*British India Steam Navigation Co.* once a fortnight.

PART III.

INFORMATION FOR RESIDENTS IN INDIA.

THE following summary of the various Branches of our business is given for the information of Residents in India.

Members of the Indian Services, of the Uncovenanted Civil Service, and Residents generally, are invited to apply to our Offices in Bombay, Calcutta, and Rangoon on any matter of business in India or England.

BANKING DEPARTMENT.

Current Accounts opened with officers and others, at our Bombay, Calcutta, and Rangoon Offices, on the usual terms.

Drafts granted on THOS. COOK & SON, Ludgate Circus, London, and the principal cities of the world, at the exchange of the day.

Bills and Cheques drawn against funds in the United Kingdom purchased or taken for collection.

Letters of Credit and Circular Notes issued, payable at any of *our own Offices*, and by our Correspondents throughout the world, thus affording exceptional facilities to Travellers.

Telegraphic Transfers or Remittances made payable in any part of the world, at the best rate of exchange, and without any charge for commission.

Deposit Accounts opened, and interest allowed. Terms and rates on application.

Stocks and Shares.—All kinds of Government securities, and other shares, bought and sold. Bonds and Certificates received for safe custody. Interest and Dividends collected.

Remittance Accounts opened in Bombay, and interest allowed on amounts deposited awaiting remittance.

Loans made against approved securities.

AGENCY DEPARTMENT.

The Agency of Army Officers, of Civil Servants, and others connected with India or the Colonies undertaken on the usual terms.

Pay and Pension collected.

Powers of Attorney for drawing pay in India and London can be obtained at our offices. Forms for reporting arrival can be obtained at any of our offices in India, or from our representatives who board all passenger steamers calling at Port Said, Brindisi, Malta, Marseilles, and the London Docks.

Regimental Accounts, etc.—Mess, Club, and other accounts kept. Subscriptions to Pension Funds, Institutions, etc., paid.

Family Remittances made, and instructions for regular payments to wives and families residing anywhere out of India punctually carried out.

Insurances.—Fire, Life, Marine, and Accident Insurances effected in the best offices at the lowest rates of premium. Special Baggage Insurance by land and sea for travellers using our tickets. (See pp. 19 and 119.)

PASSAGE DEPARTMENT.

Passages engaged by P. and O. Mail, Austrian Lloyd's, Messageries, Rubattino, British India, Anchor, Bibby, Hall, and all other lines of steamers free of charge for commission. Plans of steamers, rates of passage money, list of sailings, etc., sent on application.

Outward Passages engaged and tickets supplied from any part of the world to India.

Baggage cleared, shipped, or sent to destination.

Baggage warehoused at moderate rates.

Passengers met at all ports on arrival.

Specially Reduced Fares for Military, Naval, and Civil Service Officers, and Railway Officials, to Europe, *via* **China** and **America.**

ABSTRACT OF POSTAGE RATES.

INLAND RATES.

Each post card, 3 pies (quarter anna). Reply post card, 6 pies (half anna).

Letters not exceeding half tola in weight, half anna; exceeding half tola and not exceeding 1 tola, 1 anna; and for every additional tola, 1 anna.

Book and pattern packets in open covers, including newspapers not exceeding 10 tolas in weight, half anna, and for every additional 10 tolas, half anna.

Parcels are of two kinds. (1) Unregistered parcels: for these the Post Office neither gives nor takes receipts. Certificates of posting can however be obtained in respect of such parcels. (2) Registered parcels: for these the Post Office both grant receipts to the senders at the time of posting and secures receipts from the addressees at the time of delivery. Postage on unregistered parcels (must be in stamps) is 2 annas for 20 tolas, 4 annas for 40 tolas, and 4 annas additional for every 40 tolas or part of that weight in excess of the first 40 tolas up to 440 tolas. Postage on registered parcels is 4 annas for 20 tolas, 8 annas for 40 tolas, and 4 annas additional for every 40 tolas or part of that weight in excess of the first 40 tolas. A registered parcel must not exceed 2,000 tolas in weight.

Registration Fee *to be prepaid by stamps*—each letter or post card, 2 annas; each book or pattern packet or newspaper, 2 annas.

Acknowledgment of receipt from addressee, to be prepaid by stamps in the case of registered letters, and in cash in the case of parcels, 1 anna.

Insurance Fee *to be prepaid in cash*—when the value certified does not exceed Rs. 50, 2 annas; when the value certified does not exceed Rs. 100, 4 annas; and for every additional Rs. 100 or fraction thereof, 4 annas.

Value payable commission (*deducted from amount paid to sender*) when the amount specified for recovery does not exceed Rs. 10, 2 annas; when the amount specified for recovery does not exceed Rs. 25, 4 annas; and for every additional Rs. 25 or fraction thereof, 4 annas.

FOREIGN POSTAGE RATES.

Certificate of Posting—for each article, half anna.

Registration is available for a prepaid article of any class addressed to a Union Country, and in some cases for prepaid letters (but letters only) addressed to Non-Union Countries; the registration fee (to be prepaid by stamps) is 2 annas in all cases.

Prepayment of Newspapers, sent at Newspaper rates, is compulsory. Legal or Commercial Documents addressed to Union Countries must be prepaid to the extent of 2 annas at least, and printed Papers, Books, and Samples to the extent of One Anna, or they will not be forwarded (unless addressed to the United Kingdom).

Printed Papers and Legal or Commercial Documents must not exceed in size 2 by 1 ft., and weigh more than 4 lbs. 6 oz., except for the United Kingdom, Australian, or Cape Colonies, to which the limit is 5 lbs.

	Each Letter, per half ounce.	Each Post Card.	Printed Papers, including Books, etc.		Legal and Commercial Documents. Each packet.		Samples. Each packet.
			Each Newspaper, per 4 oz. *c.	Each Packet, per 2 oz.	Not exceeding 10 oz.	Per 2 oz. additional.	Per 2 oz.
	As.	As.	As.	As.	As.	As.	As.
United Kingdom	2½	1	1	½	2½	½	½
U. S. of America, Canada, and other Union Countries, if served through United Kingdom	2½	1	1	½	2½	½	½
Continent of Europe, and any Union Country not served through United Kingdom	2½	1	1	½	2½	½	½
Australian Colonies	2½	...	1	½	2½	½	½
Cape of Good Hope and Natal, *via* Brindisi	2½	...	1	½	2½	½	½
,, ,, *via* Zanzibar	2½	...	1	½	2½	½	½
Ceylon by P. & O. or French Packet	2½	1	1	½	2½	½	½
,, by Land Post or Indian Packet							

INLAND MONEY ORDERS.

With very few exceptions, all post offices in India are authorized to issue Money Orders. Post Offices are open for the transaction of Money Order business between the hours of 12 noon and 4 p.m. (in Calcutta and Bombay 10 a.m. to 4 p.m.), every day except Sundays, Christmas and New Year's Days, Good Friday and Queen's Birthday.

FOREIGN CURRENCIES.

*FRANCE.

Monetary Unit—the Franc of 100 *Centimes.*

			s.	d.
Bronze—	5 centimes ...	=	0	0½
,,	10 ,, ...	,,	0	1
Silver —	20 ,, ...	,,	0	2
,,	50 ,, ...	,,	0	4½
,,	1 franc ...	,,	0	9½
,,	2 ,, ...	,,	1	7
,,	5 ,, ...	,,	4	0
Gold —	5 francs ...	,,	4	0
,,	10 ,, ...	,,	8	0
,,	20 ,, The "Napoleon" or "Louis"	,,	16	0

NOTES are issued by the Bank of France for 50 fcs., 100 fcs., 500 fcs., and 1,000 fcs., and are the same value as gold.

*BELGIUM.

Monetary Unit—the Franc of 100 *Centimes.*

			s.	d.
Bronze—	2 centimes			
Nickel —	5 ,, ...	=	0	0½
,,	10 ,, ...	,,	0	1
,,	20 ,, ...	,,	0	2
Silver —	50 ,, ...	,,	0	4½
,,	1 franc ...	,,	0	9½
,,	2 ,, ...	,,	1	7
,,	5 ,, ...	,,	4	0
Gold —	20 ,, ...	,,	16	0

NOTES are issued by the National Bank for 20, 50, 100, 500, and 1,000 francs, and are the same value as gold.

*SWITZERLAND.

Monetary Unit—the Franc of 100 *Centimes.*

			s.	d.
Bronze—	1 centime			
,,	2 ,,			
Nickel—	5 ,, ...	=	0	0½
,,	10 ,, ...	,,	0	1
,,	20 ,, ...	,,	0	2
Silver —	50 ,, ...	,,	0	4½
,,	1 franc ...	,,	0	9½
,,	2 ,, ...	,,	1	7
,,	5 ,, ...	,,	4	0
Gold —	20 ,, ...	,,	16	0

NOTES of 50 francs, 100 francs, 500 francs, and 1,000 francs are issued by several Swiss banks under arrangements with the Government, and are available throughout Switzerland, and are the same value as gold.

ITALY.

Monetary Unit—the Lira of 100 *Centesimi. The money in general use is a paper currency in notes of—*

1, 2, 5, 10, 25, 50, 100, 500, 1,000 lire.

Gold is invariably at a premium.

The Lire (notes, gold or silver) = 1 Franc. (*See France.*)

* The gold and silver coins of France, Belgium, Switzerland, and Greece are current in each of these countries, also the Italian gold coin of 20 lire, and the silver 5 lire pieces. In France the Russian Imperial and the 20 peseta piece pass as Fcs. 20.

Caution.—South American dollars, Roumanian, Spanish, and Sicilian coins are frequently passed on Travellers in these countries by unscrupulous persons in giving change. Such coins do not circulate in France, Belgium, Switzerland, or Italy, and are only of nominal value.

GERMANY.

Monetary Unit—the Mark of 100 Pfennige.

				s.	d.
Copper—	1	Pfennig			
,,	2	,,			
Nickel—	5	,,	—	0	0½
,,	10	,,	,,	0	1½
,,	20	,,	,,	0	2½
Silver—	20	,,	,,	0	2½
,,	50	,,	,,	0	6
,,	1	Mark	,,	1	0
,,	2	,,	,,	2	0
,,	3	,, (Thaler)	,,	3	0
,,	5	,,	,,	5	0
Gold—	5	Marks	,,	5	0
,,	10	,,	,,	10	0
,,	20	,,	,,	20	0

NOTES of 5, 20, 50, 100, 500, and 1,000 marks, are issued by the State, and are at par with gold.

UNITED STATES, AMERICA.

Monetary Unit—1 Dollar of 100 Cents.

				s.	d.
Copper—	1	cent	—	0	0½
,,	2	,,	,,	0	1
Nickel—	3	cents	,,	0	1½
,,	5	,,	,,	0	2½
Silver—	3	,,	,,	0	1½
,,	5	,,	,,	0	2½
,,	10	,, (dime)	,,	0	5
,,	25	,,	,,	1	0½
,,	50	,,	,,	2	1
,,	1	dollar	,,	4	2
Gold—	1	,,	,,	4	2
,,	2½	,,	,,	10	5
,,	3	,,	,,	12	6
,,	5	,,	,,	20	10
,,	10	,,	,,	41	8
,,	20	,,	,,	83	4

NOTES, Greenbacks, Gold Certificates, Silver Certificates, and National Bank Notes are issued in amounts of 1, 2, 5, 10, 20, 50, 100, 500, 1,000 dollars and upwards, and circulate at par with gold.

NORWAY, SWEDEN, AND DENMARK.

Monetary Unit—Kronor of 100 Ore.

				s.	d.
Copper—	1	ore			
,,	2	,,			
,,	5	,,	—	0	0½
Silver—	10	,,	,,	0	1
,,	25	,,	,,	0	2½
,,	50	,,	,,	0	6½
,,	1	kronor	,,	1	1½
,,	2	,,	,,	2	3
,,	5	,,	,,	5	8½
Gold—	10	,,	,,	11	1½
,,	20	,,	,,	22	3

BANK NOTES are also issued of 5, 10, 50, 100, 500, and 1,000 kronors.

The coins pass freely in all three countries. The notes also circulate freely in the principal towns, but Travellers are recommended to take into the interiors of these countries the notes of the respective country. 18 kros. = £1.

EGYPT.

Monetary Unit—Piastre of 10 Milliemes.

				s.	d.
Copper Coins,	¼	Mil.	—	0	¼
,,	½	Mil.	,,	0	½
Nickel,	1	Mil.	,,	0	¾
,,	2	,,	,,	0	1
,,	5	,,	,,	0	1½
Silver,	1	Piastre	,,	0	2½
,,	2	,,	,,	0	5
,,	5	,,	,,	1	0½
,,	10	,,	,,	2	0½
,,	20	,,	,,	4	1
Gold,	50	Piastres = 1£E.	,,	16	3
,,	20	,, 1£E.	,,	20	6

The English Sovereign circulates freely, and is worth 97½ Piastres.

INDIA.

Monetary Unit—Rupee of 16 *Annas.*

			s.	d.
Bronze—	¼ anna, about	=	0	0½
,,	½ ,, ,,	,,	0	1¼
Silver—	2 annas, ,,	,,	0	2
,,	4 ,, ,,	,,	0	3½
,,	8 ,, ,,	,,	0	7¼
,,	1 Rupee, ,,	,,	1	3

NOTES of the value of 5, 10, 20, 50, 100 rupees and upwards are in circulation. The rate of exchange varies considerably.

Rate of Exchange, 1s. 3¾d. per Rupee (August, 1898).

AUSTRIA AND HUNGARY.

Monetary Unit—the Florin of 100 *Kreuzers.*

The value of the gold florin is 2s., but the circulating medium is now entirely paper, with silver, nickel, and copper pieces for divisional money.

The State issues paper money, which has a forced currency, in notes of 5, 10, 50, 100, 1000 florins.

There was introduced in 1892 a new currency consisting of the krone of 100 heller—2 krones being equal to one florin.

The value of the silver florin is about 1s. 8d. and the krone 10d.

Exchange 12.0.0 to £ (August, 1898).

SPAIN.

Monetary Unit—Peseta of 100 *Centesimas.*

			s.	d.
Bronze—	5 cents ...	=	0	0½
,,	10 ,, ...	,,	0	1
Silver—	50 ,, ...	,,	0	5
,,	1 peseta ...	,,	0	9½
,,	2 ,, ...	,,	1	7
,,	5 ,, ...	,,	4	0
Gold—	20 pesetas ...	,,	16	0
,,	25 ...	,,	20	0

Gold is at a premium of about 75 to 80 per cent., and is not in general circulation.

The rate of Exchange fluctuates considerably, about 42 pesetas to £ (August, 1898).

HOLLAND.

*Monetary Unit—*1 *Florin of* 100 *cents.*

			s.	d.
Copper—	1 cent			
,,	2½ cents ...	=	0	0½
Silver—	5 ,, ...	,,	0	1
,,	10 ,, ...	,,	0	2
,,	25 ,, ...	,,	0	5
,,	50 ,, ...	,,	0	10
,,	1 florin ...	,,	1	8
,,	2½ florins ...	,,	4	2
Gold—	10 ,, ...	,,	16	8

NOTES are issued by the Netherland Bank for 10, 25, 40, 50, 60, 100, 200, 300, 500, 1000 florins, and are at par with gold.

RUSSIA.

Monetary Unit—Rouble of 100 *Kopeks.*

The circulating medium of Russia is entirely forced paper currency, nickel and copper being used for fractions of the rouble. The notes are 1, 3, 5, 10, 25, 50, 100. 1 Rouble = about 2s. 1½d.; the rate varies considerably.

TURKEY.

Monetary Unit—the Piastre of 40 *Paras.*

		s.	d.
1 piastre ...	... nearly	0	2¼
20 ,,	= ... 1 silver medjidie =	3	4
100 ,,	=1 gold medjidie or Turkish pound =	18	0

GREECE.

Monetary Unit—the Drachmè of 100 *Leptá.*

The circulating medium of Greece consists principally of paper, notes being issued for 1, 2, 10, 25, 100 dr. and upwards, with copper coins of 5 and 10 leptá, and nickel coins of 5, 10, and 20 leptá for the divisional money. The 10 dr. notes divided in half circulate as 5 dr. each half.

Travellers are recommended to carry French or English gold, either being readily exchanged.

Exchange, 20 francs gold, about dr. 28.60 English £, 25.80.
Exchange is very fluctuating.

PERSIA.

10 Krans = 1 Toman; gold, 7s.; silver, 4s. 7d.

Present Exchange (August, 1898), 50 Krans, silver or paper, to £1.

The coins in common use are the ½ Kran, 1 Kran, and 2 Kran silver pieces. Gold is not in general circulation.

Travellers can change their money and cash circular notes and letters of credit at the Branch Offices of THOS. COOK & SON.

(Revised to August, 1898.)

TELEGRAPHIC CHARGES.

Inland Telegrams.

There are three classes of telegrams—urgent, ordinary, and deferred.

The address to be transmitted free in all cases between any two stations in India or Burma.

Deferred Messages, that is, messages tendered for transmission at the convenience of the Telegraph Department, but to be delivered at destination early on the following morning.

Ordinary Messages, that is, messages tendered for transmission and delivery in ordinary course.

Urgent Messages, that is, messages tendered for immediate transmission and delivery, with priority over all "ordinary" messages.

No extra charge is made at night, or on Sundays or holidays.

For repeating a message by order of sender, half the value of single charge.

The following are the rates of charge for state and private telegrams between any two offices in India:—

	Urgent. Rs. a.	Ord. Rs. a.	Def. Rs. a.
First 8 words or group of 3 figures ...	2 0	1 0	0 8
Each additional word or group of 3 figures	0 4	0 2	0 1

Foreign Telegrams.

From Stations in India to :—	Per word, address charged for. Rs. a. p.	
United Kingdom and all countries in Europe, except Turkey and Russia, *via* Suez or Teheran	3 0 0	These rates vary with fluctuations of exchange.
Via Turkey	2 11 0	
Aden and Perim	2 1 0	
Ceylon	0 3 0	
Egypt	2 8 0	
United States, New York	3 12 0	
,, San Francisco	4 3 0	
Australia :—		
New South Wales	3 12 0	
Queensland	3 13 0	
South Australia and West Australia	3 10 0	
Victoria	3 11 0	
Tasmania	4 1 0	
New Zealand	3 14 0	
*Turkey in Asia	2 0 0	
*Turkey in Europe	2 2 0	
Russia (*via* Teheran)	2 7 0	
Palestine	2 0 0	
China (Hong Kong)	1 13 0	
,, (Shanghai)	1 13 0	
Japan (Yokohama)	3 7 0	
Egypt	2 8 0	
Malta	3 0 0	
Penang and Straits Settlements	1 7 0	
Singapore	1 7 0	

*Telegrams in secret language not accepted.

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CLUBS IN INDIA.

Agra.—Agra Club, near Post Office.
Ahmednagar.—Golf Club.
Ajmere.—Ajmere Club, Kaiser Baugh.
Akola.—Akola Club.
Akyab.—Akyab Club, Main Road.
Allahabad.—N. W. P. Club, Stanley Road.
Allahabad.—Jubilee Club.
Allahabad.—North-West Provinces Club.
Assam.—Dibrugurh Club.
Banda.—Banda Club.
Bangalore.—Bangalore Club, 27, Residency Road.
Bangalore.—United Service.
Bareilly.—Bareilly Club.
Barrackpore.—Barrackpore Club.
Bassein.—Bassein (Burma) Club.
Belgaum.—Belgaum Club.
Bhamo.—Bhamo Club.
Bombay.—Bombay Club, 26, Esplanade.
Bombay.—Byculla Club.
Bombay.—Liederkranz.
Bombay.—Royal Yacht Club.
Bombay.—Bombay Gymkhana.
Calcutta.—Bengal Club, 33, Chowringhee; 1, Park Street; 1 and 2, Russell Street, Calcutta.
Calcutta.—Bengal U. S. Club, 30, Chowringhee.
Calcutta.—German Club, 40, Free School Street.
Calcutta.—India Club, 67, Bankshall Street.
Calcutta.—New Club, 46, Park Street.
Cawnpore.—Cawnpore Club, Mall.
Chikmagalur.—Kadur Club.
Chittagong.—Chittagong Club.
Chudderghat (Hyderabad, Deccan).—Nizams Club.
Coconada.—Coconada Club.
Colombo, Ceylon.—Colombo Club.

Dacca.—Dacca Club.
Darjeeling.—Darjeeling Club, Acland Road.
Dehra Doon.—Dehra Doon Club.
Dibrugarh.—Dibrugarh Club.
Hazaribagh.—Hazaribagh Station Club.
Hazaribagh.—Hazaribagh Union Club.
Hyderabad (Deccan).—Hyderabad Military Club.
Jhansi.—Maun Club.
Jubbulpore.—Nerbudda Club.
Kandy, Ceylon.—Kandy Club.
Karachi.—Sind Club.
Lahore.—Punjab Club.
Lucknow.—Lucknow U. S. Club, Chutter Manzil.
Madras.—Cosmopolitan Club, 15, Mount Row.
Madras.—Madras Club, Mount Road.
Madras.—Metropolitan Club.
Madras.—Cosmopolitan Club.
Madura.—Madura Club.
Mahableshwar.—Mahableshwar Club.
Mandalay.—Civil Club.
Mandalay.—Irrawaddy Club.
Mandalay.—Upper Burma Club.
Meerut.—Wheeler Club.
Meerut.—Jubilee Club.
Midnapore.—Midnapore Club.
Mirzapore.—Mirzapore Club.
Mount Aboo.—Rajputana Club.
Murree.—New Murree Club, Ltd.
Mussoorie.—Himalaya Club.
Muzafferpore.—Muzafferpore Club.
Muzafferpore.—Tirpoot Planters' Club.
Naini Tal.—Naini Tal Club, near St. John's Church.
Neemuch.—Neemuch Club.
Newara Eliya, Ceylon.—Hill Club.
Ootacamund.—Ootacamund Club.
Palampur.—Kangra Valley Club.
Poona.—Western Indian Club.

Quetta, Beluchistan.—Quetta Club.
Ranchi, Lohardagga.—Ranchi Club.
Rangoon.—Burma Club.
Rangoon.—Deutscher Club, Commissioner's Road.
Rangoon.—Upper Burma Club.
Rangoon.—Volunteer Club.
Rangoon.—Gymkhana Club.
Rangoon.—Pegu Club.
Ratnagiri.—Ratnagira Club.
Rawal Pindi.—Rawal Pindi Club.
Secunderabad.—United Service Club.
Shahjahanpore.—Shahjahanpore Club, Cantonments.
Silchar.—Cachar Retreat Club.
Simla.—U. S. Club, Limited.
Simla.—New Club.
Trichinopoly.—Trichinopoly Club.
Umballa.—Sirhind Club.
Waltair.—Waltair Club.

INDIAN IMPORT DUTIES.

Wearing Apparel for personal use	5 per cent.
Do. do. other parties	
Unmade up materials for Dresses	
ARMS AND AMMUNITION—	
Rifles, Double Barrel	10 per cent.
Do. Single	
Guns, Double Smooth-bore...	
Do. Single do.	
Pistols	
Revolvers	
Air Guns	
Gunpowder	
Cartridges, etc.	
Swords...	
Other sorts of Arms, Loading Implements, etc.	

Cabinet Ware		5 per cent.
Chinese, Japanese, and Lacquered Ware ...		
Clocks, Watches, and other Time Keepers		
Coral, and Articles made of...		
Glass, Porcelain, and Crockery ware ...		
Instruments. { Musical, Drawing, Measuring, Surveying, Optical, Surgical		
Jewellery, including Plate		
Perfumery		
Photographic Apparatus and Materials ...		
Plated Ware, Cutlery, and Hardware ...		
Provisions and Oilman's Stores		
Spirits, perfumed	Rs. 8.0.0 per Imp. Gallon.	
Spirits, other sorts	Rs. 6.0.0 per proof Imp. Gallon and *pro rata* above and below proof.	
Champagne and all other sparkling Wines not containing more than 42 per cent. of proof spirit ...	Rs. 2.8.0	Per Imp. Gallon.
Do. Do. containing more than 42 per cent. of proof spirit	Rs. 6.0.0	
All other sorts of Wines not containing more than 42 per cent. of proof spirit	Re. 1.0.0	
Do. Do. containing more than 42 per cent. of proof spirit	Rs. 6.0.0	
Liqueurs	Rs. 6.0.0	
Beers, Ale, and Porter	Re. 0.1.0	
Cider and other fermented Liquors	Re. 0.1.0	
Opium	Rs. 12.0.0 per lb.	
Salt, per Indian Maund	Rs. 2.8.0 per Ind. Maund.	
Saddlery and Harness		5 per cent.
Stationery		
*Tobacco, Cigars, and Snuff		
Toys and requisites for all Games ...		
Other Articles not enumerated above ...		

* Liable to Town Duty also at Rs. 7.8.0 per Indian Maund if over 8 lbs., and for personal use.

INDIA TO EGYPT.

SPECIAL NILE TOUR.

Bombay to the First Cataract and Back in 45 Days.

We wish to draw the special attention of Residents to whom a visit to England during the winter months is unadvisable, to the arrangement whereby the First Cataract of the Nile may be visited in six weeks from date of departure from, to arrival at Bombay.

Fares quoted on application, which cover the passage by P. & O. steamer to Ismailia and back, railway between Ismailia, Cairo, and Nagh Hamadi, Mail steamer to Assouan and back, including food, with four days' hotel accommodation at Luxor —from whence are visited the ruins of Thebes—all first class throughout.

Passengers travelling under this arrangement will be seen comfortably on board the steamer at Bombay, and will be met and assisted at Ismailia and Cairo by our Interpreters, both going and returning, without extra charge.

Those desirous of making this trip should give early intimation of their intentions, to enable us to secure comfortable accommodation both on the ocean and Nile steamers.

Full particulars will be sent on application. Pamphlet of Nile Tours, with maps and plans of steamers, post free on receipt of six annas. (See also pp. 116 and 129.)

SPECIMEN TOURS TO EGYPT, PALESTINE, etc.

The following tours can be made from Calcutta, Madras, Colombo, or Bombay, and back, to either of the above-named ports. Tickets are issued for these tours by the P. & O. Mail, and other lines of steamers, and entitle the holder to break the journey at all points of interest. Travellers wishing to sketch out their own route are invited to do so, and on application at our Offices inclusive quotations for any possible Tour will be furnished.

Cairo and the Pyramids.

TOUR NO. 1.—Leave Bombay or Calcutta by P. and O. Mail steamers to Ismailia, thence by rail to Cairo (trip to the Pyramids), rail to Alexandria, thence to Ismaila, and return by P. and O. steamer to either Calcutta or Bombay.

First Class throughout, Rs. 1014; Second Class, Rs. 568.
Second Saloon P. & O., everything else First Class, Rs. 580.

Cairo, the Pyramids, Constantinople, Athens, and Smyrna.

TOUR NO. 2.—Leave Bombay or Calcutta by P. & O. Mail steamer to Ismailia, thence by rail to Cairo (Pyramids Trip), and to Alexandria, thence by steamer to Constantinople, calling at Jaffa, Beyrout, Smyrna, Dardanelles, returning to Calcutta or Bombay *via* Alexandria, Ismailia, and Aden.

First Class, Rs. 1294; Second Class, Rs. 740.
Second Saloon P. & O., everything else First Class, Rs. 849.

Cairo, the Pyramids, and Jerusalem.

TOUR NO. 3.—Leave Bombay or Calcutta by P. and O. Mail steamer to Ismailia, thence by rail to Cairo, Trip to the Pyramids, rail to Alexandria, steamer to Jaffa, thence in Messrs. THOS. COOK & SON'S private "landau" to Jerusalem and back to Jaffa, returning *via* Port Said and P. & O. steamer to Bombay or Calcutta.

First Class throughout, Rs. 1116; Second Saloon P. & O., all else First Class, Rs. 691.

Jaffa and Jerusalem.

TOUR NO. 4.—From Bombay or Calcutta by P. and O. Mail steamer to Port Said, thence local steamers to Jaffa. From Jaffa in Messrs. THOS. COOK & SON'S private "landau" to Jerusalem and back to Jaffa, returning the same route, and steamers *via* Port Said and Suez Canal to Bombay or Calcutta.

First Class, Rs. 1034: Second Saloon P. & O., all else First Class, Rs. 609.

COOK'S
MAP OF EUROPE
SHEWING
NORTH AFRICA, EGYPT, AND PALESTINE

PART IV.

INFORMATION FOR TRAVELLERS FROM INDIA.

THE following information will be found useful for passengers, either tourists or residents, leaving India either for Europe, Australasia, China, Japan, United States, or Canada.

BANKING DEPARTMENT.

In our Banking Department we issue Circular Notes and Letters of Credit payable at any of our own offices, and by our correspondents throughout the world. We also supply English money at favourable rates, issue Drafts on our various offices, and make Telegraphic remittances between our principal offices.

PASSAGE DEPARTMENT.

Passages secured and berths selected to any part of the world, by mail and other lines of steamers. For this we make no charge, and passengers travelling under our arrangements have facilities for breaking the journey at different places of interest *en route*, and receive the assistance of our Agents and Interpreters in the principal cities or ports visited.

A deposit of *half* the passage money should be sent by first post after decision, as no berths are actually considered as secured until receipt of deposit money. Berths provisionally reserved, subject to reply by telegram.

Berths are allotted in the different steamers in the order of application, intending passengers are therefore recommended to telegraph us their instructions at the earliest possible moment, so that we may secure the best available accommodation and

register names for places in the sleeping car between Brindisi and Calais if required.

Forward Bookings and Grouping of Passengers in the Second Saloon Cabins of the P. & O. Company.—Since the great improvements in the second saloons of the P. & O. Co.'s steamers, we keep a register of forward bookings, and berth together officers and gentlemen of the different services in specially selected cabins.

Cheap Passages.—In addition to booking for the P. & O., Messageries Maritimes, British India, Rubattino, Austrian Lloyds, and the steamers of the regular liners, we also arrange for passages by the better class of "outside steamers" to the principal continental and home ports, at rates varying from Rs. 250 to Rs. 450.

Special Notice to Passengers from Madras, Bangalore City, Karachi, Sind, the Punjab, etc.—The P. & O. Company's Calcutta steamers do not always call at Madras, but passengers and their native servants resident in the Madras Presidency, booking by the Company's steamers from Bombay to European ports, will be supplied with a free railway ticket to Bombay, allowing 3 cwt. first class, and 1½ cwt. second class, luggage free, to or from any station on the direct main line of the Madras railway between Madras and Raichore. This does not apply to passengers from Hyderabad or the Godavery districts travelling over the Nizam's Railway *via* Wadi.

Arrangements have also been made by which first and second saloon passengers booking from Bombay to European ports by P. & O. steamers are granted free railway passes between Bangalore City and Bombay (*via* Harihar, Hubli, and Poona). These tickets include free baggage to the extent of 3 cwt. first class, and 1½ cwt. second class on the Southern Mahratta Railway Co.'s lines, and 120 lb. first class, and 60 lbs. second class on the G. I. P. portion of the journey. This concession applies to Bombay and Bangalore City only, and not to intermediate stations.

Passengers from Sind, the Punjab, etc., booking by P. & O.

steamers from Bombay, are also supplied with a free ticket by B. I. Co.'s steamer between Karachi and Bombay.

Passengers by the Messageries Maritimes S. S. Co. from Bombay are also supplied with free tickets from Madras and Bangalore.

Early application should be made for these tickets, which will be sent on receipt of deposit of half passage money, as under no circumstances can any refund be made to passengers who have paid their own railway or Steamer fare to Bombay.

Passengers taking return tickets and who are entitled to free passes to either of the above places, are particularly requested to see that they are furnished with the tickets *before leaving London*, as they are obtainable there only and cannot be had in Bombay.

BOMBAY.

Weekly Departures to London.

PENINSULAR AND ORIENTAL COMPANY.

Embarkation.—A steam barge will leave the Ballard Pier, Bombay, at noon on the day of sailing, during the fair season, to convey passengers on board; during the Monsoon, from the Victoria Dock.

Baggage.—First Class passengers by steamer are allowed 336 lbs. of *Personal* baggage free; Second Class passengers and servants, 168 lbs. each. Children over three and under twelve years, half these weights.

The charge for conveyance of extra baggage is at the rate of 10s. per cwt. between any two ports, and for baggage sent as cargo to London £2 per ton of 40 cubic feet.

All heavy baggage must be sent to the Ballard Pier, or to the P. & O. Company's Dockyard, Mazagon, Bombay, whichever the Company fix upon, before 8.0 a.m. on the day of sailing, as nothing but hand packages can be received on board in the afternoon.

Passengers embarking at Bombay may ship their heavy baggage either at Calcutta or Madras, should they find any convenience in doing so; and if proceeding *via* Brindisi or Marseilles, can forward any of their packages to London without

extra charge. The Portmanteaux for Cabin use should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth. *For further particulars respecting collection, shipment, and insurance of baggage, see p.* 118.

RETURN TICKETS.

FROM BOMBAY.	1st Saloon.			2nd Saloon.†		
	4 Months.	6 Months.	12 Months.	4 Months.	6 Months.	12 Months.
	Rs.	Rs.	Rs.	Rs	Rs.	Rs.
To London by Sea, Returning—						
From London by Sea	1,100	1,200	1,300	700	750	800
From Brindisi	1,050	1,150	1,250	650	700	750
From London, *via* Brindisi and the mail route	1,238	1,338	1,438	779	829	879
From London *via* Brindisi (with 2nd Class Railway Fare)	1,179	1,279	...	...	...	...
To Brindisi, Returning—						
From Brindisi	1,000	1,100	1,200	600	650	700
From London by Sea	1,050	1,150	1,250	650	700	750
To Marseilles, Returning—						
*From Brindisi	1,000	1,100	1,200	600	650	700
*From London by Sea	...	...	...	...	...	...
To London *via* Brindisi, mail route, Returning—						
From London *via* Brindisi, mail route	1,350	1,450	1,550	860	910	960
From London *via* Bologna, Florence, Rome, Naples, and Foggia	1,375	1,475	*	880	930	*
From London by Sea	1,250	1,350	1,450	795	845	895
*From Brindisi	1,200	1,300	1,400	735	785	835
To London *via* Brindisi (including 2nd Class Rail), Returning—						
From London *via* Brindisi (2nd Class Rail)	1,260	1,360	*	...	...	...
*From London by Sea	...	...	...	...	...	...
To London *via* Brindisi (including 2nd Saloon Passage, 1st Class Rail), Returning from London (same route) ..	...	...	...	950	1,000	*
To London *via* Brindisi, Taranto, Naples, Rome, etc, Returning—						
From London *via* Rome, Naples, and Taranto	1,535	1,485	1,535	845	890	945
*From London *via* mail route	...	...	...	...	...	...
To London *via* Marseilles, Returning—						
*From London *via* Brindisi	...	...	...	...	...	...
*From London *via* Brindisi (with 2nd Class Rail)	...	...	...	...	...	...
From London by Sea	1,100	1,200	1,300	700	750	800
From Brindisi	1,050	1,150	1,250	650	700	750

* Fares will be quoted on application.
Fares subject to alteration without notice.
† For "A" accommodation add Rs. 75 to these fares.

The fare for *Native Servants* returning from England or Brindisi within three months after arrival from India is £10 sterling, being half the amount of the full outward fare.

Return Tickets for Native Servants to London and Italian ports, available for six months ... ... Rs. 340

The period of these Tickets dates from the day of departure from, to that of arrival at, Bombay.

Combined tickets, including Continental Railway fares, cannot be issued to CHILDREN, except at full rates, but two children under 7 years of age will be allowed to travel on one ticket for the homeward journey only.

SINGLE TICKETS.

RATES OF PASSAGE-MONEY FROM BOMBAY.

	London, with option of landing at Plymouth.	London, *via* Marseilles, including rail.	London, *via* Brindisi, including rail, *via* Mont Cenis.	London, *via* Brindisi, including rail, Taranto route.	London, *via* Brindisi, 1st Saloon Passage, 2nd Class rail.	London, *via* Brindisi, 2nd Saloon Passage, 1st Class rail.	Aden.	Port Said or Ismailia.	Malta, Gibraltar, Marseilles, or Brindisi.	Colombo.	Madras.	Calcutta.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
First Saloon ...	750	750	895	940	835	—	285	630	700	100	140	220
*Second Saloon	425	425	510	545	—	370	175	345	375	50	70	110
Native Servants	225	—	—	—	—	—	50	170	200	25	35	55

Rates subject to alteration.

Children, 3 years and under 12 years of age, if accompanied by their parents, half fare, for sea journey only.

* The above rates are for "B" accommodation.

One infant under three years of age (if with the parent) free, but no berth provided. If more than one, the other infants will be charged a quarter fare each.

Reserved accommodation can be obtained by payment of a fare for each extra berth in the cabin.

Fares from Bombay to Colombo, Australia, Straits, China, and Japan.

Subject to alteration.

To	Single.			Return.			Available for
	1st Class.	* 2nd Class.	Native Servant	1st Class.	* 2nd Class.	Native Servant	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	months.
Colombo	100	50	25	150	75	25	3
K. George's Sound	425	250	125	640	375	225	9
Adelaide, Melbourne or Sydney	475	300	150	710	450	225	9
Penang or Singapore	300	170	85	450	255	.....	6
Hong Kong ...	420	260	130	630	390	130	6
Shanghai or Yokohama	500	310	155	750	465	.....	6
Calcutta	220	110	55	330	165	.....	3
Aden	285	175	50	425	265	.....	6
Ismailia or Port Said	630	345	170	945	520	.....	6

* These rates are for "B" accommodation.

Native Servants.—The rate for Native Servants, between ports of India and China, includes a passage back to the port of embarkation, should the First Class Passengers be desirous of sending the servants back at once.

By the Continental lines the fares are as follows:—

Italian G. S. N. Co. (Rubattino).

Steamers of this line leave Bombay for Naples and Genoa every four weeks.

Rates for Single Tickets from Bombay.

	First	Mixed.	Second.
To Naples or Genoa, Brindisi or Venice	Rs. 550	.....	Rs. 325
„ London, *via* Genoa, Mont Cenis, Paris, Calais, Dover	„ 635	Rs. 595	„ 395
„ London, *via* Genoa, Mont Cenis, Paris, Dieppe, Newhaven, Brighton	„ 610	„ 580	„ 380
„ London, *via* Genoa, Chiasso-Gothard, Antwerp, Harwich	„ 630	„ 590	„ 390

To London via Naples.

	First.	Mixed.	Second.
To London, *via* Naples, Rome, Pisa, and Genoa, Turin, Paris, Calais, and Dover	Rs. 700	Rs. 645	Rs. 445

Rates for Family Tickets.

To Messina, Naples, Leghorn, Genoa—

For a married couple ... ...
„ party of three adults (members of one family) ...
„ „ four „ „ „
„ „ five „ „ „

} Fares on application.

Rates of Passage-Money from Bombay to the under-mentioned ports (inclusive of food and wine).

	Aden.	Suez.	Port Said.	Messina, Naples, Leghorn, Genoa.	Colombo or Galle.	Penang & Singapore.	Hong Kong.
1st Class ... ... Rs.	320	360	380	550	80	...	...
2nd Class ... ... „	150	220	240	325	40	150	250
3rd Class ... ... „	40	80	90	150	20	75	120
3rd Class (without food) „	25	50	60	100	15	60	95

AUSTRIAN LLOYD'S Co.

Accelerated Service.

Monthly departures from Bombay on the 1st, and Trieste on the 3rd of the month.

	1st Class, with food.	2nd Class, with food.	Deck, without food.
To Trieste or Brindisi	Rs. 600 ...	Rs. 325 ...	Rs. 150

To London, including railway journey *via* St. Gothard, Bale, and Laon :—

	Via Trieste.	*Via* Brindisi.
1st Class through, Single	Rs. 750 ...	Rs. 780
Mixed Tickets, Single (1st Class Steamer, 2nd Class Rail)	,, 715 ...	,, 735
2nd Class through, Single (Steamer and Rail)...	,, 440 ...	,, 460

Ordinary Service.

Steamers leave Bombay on the 7th of each month, *via* Karachi, Aden, Suez, and Port Said, reaching Trieste on the 29th and 30th of the month.

Fare to Trieste	Rs. 375 single.	Rs. 575 return, 6 mo.
,, London	Rs. 490 ,,	Rs. 805 ,, ,,

PASSENGER RATES FROM BOMBAY BY THIS LINE.

	1st Class.	2nd Class.
To Aden	Rs. 204 ...	Rs. 156
,, Suez	,, 420 ...	,, 288
,, Port Said	,, 444 ...	,, 306

RETURN TICKETS.

Return Tickets, available for six and twelve months, are issued at the following rates for either the Accelerated or Ordinary Service :—

		1st Class.	2nd Class.
To Trieste or Brindisi	6 months	Rs. 960 ...	Rs. 575
,, ,, ...	12 ,,	,, 1060 ...	,, 625

To London, including railway journey :—

	Via Trieste. 6 mo.	12 mo.	*Via* Brindisi. 6 mo.	12 mo.
1st Class through, Return ...	Rs. 1260...	1360	1320 ...	1420
Mixed Ticket, Return (1st Class Steamer, 2nd Class rail) ...	,, 1190...	1290	1230 ...	1330
2nd Class through, Return (Steamer and Rail)	,, 805...	855	845 ...	895

Children with parents, under three years of age, free; children above three and under twelve years, half steamer fare.

Special rates for Through Tickets from Madras, and Calcutta *via* Bombay, on application.

COMBINED TICKETS.—Austrian Lloyd & Messageries Maritimes.

	1st Saloon.			2nd Saloon		
	4 mo.	6 mo.	12 mo.	4 mo.	6 mo.	12mo.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
To Brindisi or Trieste, returning from Marseilles by Messageries Steamer...	980	1,030	1,130	620	650	710
To London *via* Trieste, St. Gothard, Laon & Calais, returning *via* Paris, Marseilles and Messageries Steamer	1,180	1,230	1,330	775	807·8	867·8
London *via* Brindisi, St. Gothard, Laon & Calais, returning *via* Paris, Marseilles and Messageries Steamer	1,210	1,260	1,360	795	827·8	887·8
(Tickets issued by other routes on payment of difference of fare.)						

MESSAGERIES MARITIMES S. S. Co.

Direct Monthly Service to Marseilles.

Class.	*Single Fares from Bombay to																
	Marseilles.	Port Said.	Suez.	Aden.	Colombo.	Singapore.	Batavia.	Samarang.	Saigon.	Hong Kong.	Shanghai.	Kobe.	Yokohama.	King George's Sound.	Adelaide.	Melbourne.	Sydney.	Noumea.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st	675	625	600	285	100	300	370	410	370	420	500	500	500	425	475	475	475	630
2nd	450	415	400	190	65	200	245	275	245	280	330	330	330	280	315	315	315	415
3rd	245	225	215	105	35	110	135	150	135	155	180	180	180	155	175	175	175	230
4th, with food	152	140	135	50	25	75	100	115	95	115	130	140	145	110	125	130	135	170
4th, without	122	110	105	35	18	55	70	80	70	80	90	90	90	80	90	90	90	115

*Fares subject to alteration without notice.

Bombay to Marseilles.—*Return Fares.

Class.	4 Months.	6 Months.	12 Months.
	Rs.	Rs.	Rs.
First	1,000	1,100	1,200
Second	665	730	800
Third	365	400	440

* Fares snbject to alteration without notice.

Return Tickets, available 4 months, are issued at a reduction of 25 per cent. between Bombay, Suez, and ports east of Suez.

PENINSULAR AND ORIENTAL S. S. Co.

Departure for Brindisi or Marseilles.

	1st Class.	2nd Cl. & European Servants.	Native Servants.
From Calcutta, Madras, or Bombay...	Rs. 700	Rs. 375	Rs. 200

Return tickets, extending over periods of three, six, and twelve months, obtain a reduction of from 10 to 25 per cent.

Bi-Monthly Departures to Liverpool.

	1st Class.	European Servants.	Native. Servants.
Anchor Line Hall ,, City ,, Clan ,,	Rs. 600	Rs. 350	Rs. 200

BAGGAGE DEPARTMENT.

We arrange for the collection and shipment of baggage, and will forward upon application every information on this subject, for the guidance of intending passengers by any line of steamers.

All packages should have the passenger's name and port of destination plainly marked *in paint*.

Packages containing ammunition, liquors, or goods of a dangerous or damaging nature, must not be shipped as personal baggage; and gun cases must be accompanied by a declaration that they contain no explosives.

Passengers by P. & O. steamers are allowed the following quantities of baggage free of charge :—

1st class, 3 cwt. 2nd class, 1½ cwt. Children, half quantity.

Excess is charged at the rate of 10s. per cwt., which is collected by the purser during the voyage.

Heavy goods, and packages not suitable for conveyance as baggage, should be sent to us for shipment as cargo; the cost of which is £2 per ton of 40 cubic feet.

Passengers forwarding baggage to us to be shipped either as "unaccompanied baggage" or as cargo, should send us, with the railway receipt, a description of contents and value.

Passengers proceeding by the Overland Route can obtain from the Purser of the vessel, before arriving at Brindisi, baggage declaration forms to be filled up with instructions as to the delivery of their heavy baggage in England. These forms, together with the keys, should be given to the Purser, who will hand them on arrival at Gravesend to our representative, who will clear the baggage through the Customs, and deliver or forward it according to the passengers' instructions.

Unless insured, all baggage is at passenger's sole risk.

INSURANCE OF PASSENGERS' BAGGAGE.

All baggage carried by sea is at the passengers' risk, but we are in a position to offer exceptional advantages to travellers using our tickets for insurance of their baggage against loss.

The Insurance not only covers the baggage whilst being conveyed by sea, but also covers it whilst travelling on land, staying in hotels, etc., in accordance with the conditions printed on pp. 120, 121.

The Insurance is effected for a given time, as shown over leaf, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and, in fact, in any place in which it may be during the journey. Partial loss of baggage is covered by the Insurance.

RATES (Premium and Duty):

	23 days.	30 days.	36 days.	42 days.	60 days.
£	s. d.	s. d.	s. d.	£ s. d.	£ s. d.
20	2 6	3 3	3 9	0 4 3	0 5 3
30	3 8	4 9	5 6	0 6 3	0 7 9
40	4 9	6 3	7 3	0 8 3	0 10 3
50	5 11	7 9	9 0	0 10 3	0 12 9
75	8 9	11 6	13 5	0 15 3	0 19 0
100	11 6	15 3	17 9	1 0 3	1 5 3

	90 days.	6 months.	9 months.	12 months.
£	£ s. d.	£ s. d.	£ s. d	£ s. d.
20	0 7 3	0 12 3	0 16 6	1 0 6
30	0 10 9	0 18 3	1 4 6	1 10 6
40	0 14 3	1 4 3	1 12 6	2 0 6
50	0 17 9	1 10 3	2 0 6	2 10 6
75	1 6 6	2 5 3	3 0 6	3 15 6
100	1 15 3	3 0 3	4 0 6	5 0 6

Intermediate or larger amounts *pro rata*.

Considering the low rates, as shown, and the extent to which baggage is covered by this Insurance, the great advantage of insuring will be readily seen.

Specimen claims paid under this system of Insurance :—

	£ s. d.
1. Straps stolen off bag	0 2 6
2. Macintosh attached to horse, lost in Palestine ...	2 1 6
3. Flask lost in train whilst travelling between Venice and Paris	1 11 0
4. Jewellery lost on journey	16 0 0
5. Opera glasses stolen	2 10 0
6. Coat stolen from hall of hotel	4 4 0
7. Wearing apparel lost on voyage to S. Africa ...	5 0 0

CONDITIONS OF INSURANCE ON PACKAGES FROM INDIA.

The Insurance covers the packages and articles specified, by sea and land, and in all places and situations, against fire, loss (including theft or pilfering), and damage caused by sea water, with the exceptions mentioned in the following conditions :—

CONDITION I.—The Insurers are not liable for depreciation

of, or damage to, any package or its contents unless caused by sea water.

CONDITION II.—Jewellery, trinkets, watches, gold and silver articles, field and other glasses, must be specially specified and separately valued, *but are not covered when in registered baggage*.

CONDITION III.—The Insurers are not liable for any loss arising from delay; nor for confiscation or detention by Custom House or other Officials; nor for any cash, bank notes, bonds, negociable instruments, travelling tickets, coupons or securities of any kind; nor for sticks or umbrellas; nor for loose articles which did not at the commencement of the journey form part of any of the packages insured, unless they are specially declared and valued.

It is an esssential condition of this Insurance that the *whole* of the Traveller's Baggage be insured, and for the full value. No portion only of such baggage can be insured, either as regards value or number of packages.

In the event of the loss of any package or part of the contents, the same will be paid for in proportion to the total amount insured.

Notice of any loss must be given to the Chief Office of Messrs. THOS. COOK & SON, Ludgate Circus, London, E.C., and also when practicable to their nearest Branch Office.

The holder of this Certificate shall, if required, make an affidavit or statutory declaration in substantiation of any claim, as provided in the Policy or Policies.

In the event of detention consequent upon accident to or delay of the vessel on the voyage, the Insurance will hold good until arrival of the baggage at its original destination by such vessel or other conveyance in connection therewith.

AGENCY DEPARTMENT.

Members of the Indian Services proceeding to Europe are invited to apply to us for any information or assistance they may need; also for documents necessary for drawing pay, reporting

arrival, etc. Forms for reporting arrival can be obtained from our offices at Port Said, Brindisi, Marseilles, Naples, Malta, Southampton, and London.

Forms for clearing baggage, on arrival in England, will be furnished in Bombay, Calcutta, Rangoon, or Port Said.

Telegrams and letters addressed to the care of our Agent at Port Said will be delivered to passengers on board.

Passports obtained and *viséd*, without personal application, for intending travellers on the Continent.

Particulars of steamship accommodation required for Europe, China, Australia, etc., only need be sent by wire, and information as to kind of tickets may follow by post.

Deposit of half-passage money must be made by first post, as no berths are considered actually secured until deposit has been received. Particular attention is requested to this arrangement, as berths cannot be retained after a sufficient time has elapsed to enable the remittance to reach us.

We make no charge whatever for securing berths in steamers, sleeping cars, etc.

THROUGH TICKETS TO LONDON via BRINDISI.

The tickets, which include the various railway and steamer fares between Brindisi and London *via* Modane and Paris, and *vice versa*, will be found noted at page 131, and rates will be furnished on application.

The railway coupons require stamping at the Brindisi railway station before starting. Second-class tickets are not available by the P. & O. Express, which has no carriages of that class attached.

The tickets are available for one month, including the day of issue, from date of departure from Brindisi, and allow passengers to break the journey at any six stations on the Italian Railway, and at any station between Modane and Paris, also at Calais or Boulogne, and Dover or Folkestone.

Passengers holding return tickets should forward the same to our Office, Ludgate Circus, London, as soon as possible after arrival in England, stating at the same time by what mail they

desire to leave on the return journey. Their passages will then be booked, if there is room, and tickets for the outward journey will be issued. The attention of passengers, who wish to ensure travelling by any particular mail, is specially called to this arrangement.

THROUGH TICKETS TO LONDON via BRINDISI, TARANTO, NAPLES, ROME, AND GENOA.

We issue steamer and railway tickets from Bombay to London *via* Brindisi, Taranto, Naples, Rome, and Genoa, so as to afford passengers wishing to visit these places an opportunity of doing so.

The special advantage of this new route is that next to the mail service it is the quickest service to England.

There is a daily train from Brindisi at 9.35 a.m. by this route, arriving at Naples 8.30 p.m.

TO LONDON via BRINDISI, NAPLES, ROME, &c., RETURNING BY THE MAIL ROUTE.

The attention of those wishing to vary the route home, travelling from Brindisi *via* Foggia, Naples, Rome, Florence, and Bologna, and returning by the mail route or *vice versa*, is called to the special tickets issued by us, the fares for which, available for three or six months, will be quoted on application. Holders of these tickets also have the option of travelling between Bologna and Turin *via* Milan, instead of by the direct route, without extra cost. Travellers are recommended to provide themselves at Brindisi with a luncheon basket (which can be obtained at the Grand Hotel de l'Orient), as there is no convenient stopping place between Brindisi and Naples for obtaining refreshments.

MESSAGERIES MARITIMES S.S. COMPANY.

The above Company, which has for some years past been running a monthly service of steamers *via* Karachi, has now instituted a service direct from Bombay to Marseilles, also from Calcutta and Madras, but changing steamers at Colombo.

The new line is to be maintained by some of the largest and

finest steamers of the Company's fleet. Fares (which include wine) will be found on page 117.

THROUGH TICKETS TO LONDON via MARSEILLES.

Passengers are booked to Marseilles, and to London *via* Marseilles, at through fares from Bombay by P. & O. Steamer every week. After calling at Marseilles, the steamers continue their voyage to London, calling at Gibraltar and Plymouth, and passengers landing at Marseilles are at liberty to send any portion of their baggage on to London in the steamer free of charge. For single and return fares, see page 118.

There is a daily fast train from Marseilles to London, leaving at 7.55 p.m., and arriving at Victoria at 7.30 p.m., occupying only 23½ hours on the journey. This is the only through train.

The other trains are :—

Leave Marseilles ...	...	9.5 a.m.	...	11.20 p.m.
Arrive Paris ...	...	10.5 a.m.	...	5.44 p.m.
,, London ...	...	7.30 p.m.	...	5.40 a.m.

The ordinary fares are, First Class, £6 14s. 8d. ; Second Class, £4 12s. 1d. ; but special reduced rates are charged in connection with through tickets from India. Children over three and under seven years, half fare ; Infants free ; 60 lbs. of luggage are allowed free to each passenger on the French Railways.

Passengers taking through tickets to London *via* Marseilles must obtain coupons for the railway journey across France before leaving India. The P. & O. steamers call at Marseilles outwards every week.

There is a sleeping car to Paris attached to the fast train, and the charge per berth is about £2. There is no second class on the fast train leaving at 9.5 a.m.

Passengers wishing to travel from Marseilles to Paris in the sleeping car should give intimation to the Purser before arrival at Port Said, whence a telegram will be sent by the P. and O. Company's Agent to Marseilles. The cost of the berths should be paid to the Purser at the same time, but the Company's

Agent at Marseilles cannot guarantee to obtain the full number asked for, as the number of berths in the car is limited. The railway tickets allow the passengers to break the journey at intermediate stations between Marseilles and Paris, and at Amiens only between Paris and Calais.

Before proceeding to Paris passengers can visit the Riviera, taking care to have their tickets stamped at the Marseilles railway station when they commence their journey to London.

The P. & O. services from India to London *via* Marseilles will be greatly changed and accelerated in 1898.

RAILWAY SERVICE FROM BRINDISI.

On arrival at Brindisi our Agent boards the steamer immediately she comes alongside the quay, and gives all information relative to trains, etc., our Interpreter, in uniform, also boards the steamer, and assists passengers in passing their baggage through the customs, and at the station.

The fares to London are as follows (except by P. & O. Express, see p. 131) :—

Via MONT CENIS.

	Via Dover and Calais. 1st Class. £ s. d.	2nd Class. £ s. d.
From Brindisi	12 12 8	8 17 0
,, Venice	8 15 3	6 4 2

Via ST. GOTHARD AND LAON.

	Via Dover and Calais.	
From Brindisi	12 15 0	9 0 1
,, Venice	8 13 4	6 3 2

The P. & O. Express trains have no second class carriages. Passengers of this class proceed by the ordinary daily train from Brindisi.

All baggage is taken direct from the steamer to P. & O. examination room for registration. That belonging to through passengers by the mail route to London is not examined. All other baggage is examined before registration.

In order to prevent detention of their luggage, passengers must be present and ready to open their packages (whether registered or not) for Custom House examination at the places where it occurs.

Passengers can break the journey by the ordinary trains at the principal stations *en route*.

Our Agent at Brindisi will store, at a small charge, deck chairs or any baggage which passengers may not wish to take across the Continent. He will also assist passengers in making arrangements for having linen washed and kept until passengers return to Brindisi.

The Customs authorities will not allow deck chairs to be landed from the Steamer unless in charge of the owner, and passengers should see for themselves that chairs intended to be left at our Office are handed over to our Agent.

Passengers are allowed free of duty 25 grammes (one ounce) of tobacco, or eight cigars. The duty on tobacco is 55 centimes per ounce, and on cigars and cigarettes one franc per ounce. Any tobacco found in the baggage after the declaration has been made will subject the owner to a fine of 71 francs, and the baggage will be detained until the amount is paid.

Registration of Passengers' Luggage from Brindisi.

Baggage can be registered through, without examination, to the principal towns in France, Germany, Austria, and to London, but to no other town in England. Written instructions should be given to our Agent.

On the Italian railways there is no free allowance of baggage, and the charge from Brindisi to Modane is fcs. 5.40 (4s. 4d.) per 20 lbs.

Between Modane (the junction between the French and Italian Railways, and where baggage is examined) and London, the free allowance is 56 lbs. Excess baggage is charged for at the rate of 5s. 3d. for every 20 lbs. or fractional part thereof.

For example, the charges from Brindisi to London for baggage weighing.—

30	kilos.	or	66	lbs. would be	fcs. 23-80
40	,,		88	,, ,,	36-60
50	,,		110	,, ,,	41-95
60	,,		132	,, ,,	62-35
70	,,		144	,, ,,	75-20
80	,,		166	,, ,,	88-10

Labels for registration can be obtained on board the P. & O.

steamers between Port Said or Alexandria and Brindisi, and passengers are requested to see their packages duly labelled and stacked near the gangway, as on arrival at Brindisi, P. & O. baggage will immediately be landed by the railway porters and conveyed to the Sala Visite in the P. & O. office, Palazzo Montenegro, where it is examined by the Customs and booked by the Railway Administration.

Passengers would save themselves considerable trouble with the Customs by having all tobacco, cigars, fire-arms, weapons (of any description), curios, etc., packed in their registered packages. These always go forward with the mails, and are not opened until arrival at Dover.

All hand packages, also all the baggage of passengers who intend remaining for a time in Italy, must be landed and placed in the Sala Visite ; the Custom House officers will point out what packages they wish opened. These will be placed after examination in the Railway Company's Omnibus, or anywhere else the passengers may direct.

Passengers, after declaring what tobacco they may be possessed of, in their unregistered baggage, have no right to throw any of it away, or destroy cigars or cigarettes ; if they do not wish to pay duty on it, it will be retained by the Customs' authorities on account of the Government.

The duty on tobacco is 55 centimes, and on cigars or cigarettes 1 franc per ounce.

Cases nailed or screwed down can only be sent as merchandise through a licensed shipping agent.

No fees are due to the porters for registered baggage. The railway company charge 4d. a package for carriage of same from the ship to the station, which amount is collected at the time of registration, and a Customs fee of 5d. a package is also charged.

Unregistered baggage can be cleared and forwarded to any part of the Continent by our Agent on receipt of the keys and instructions ; and all baggage not required to be landed at Brindisi can remain on board ship, and instructions for its disposal in England handed to our Agent.

"P. & O. Express" from Brindisi.

The "P. & O. Express" will leave from the Town terminus about an hour after the arrival of the steamer. It includes Sleeping Cars with 60 seats, which run through to Calais, and a Restaurant Car fitted with all necessary appliances for cooking, meals being served in the Dining Saloon, the whole being of the most modern and perfect description.

No travellers, excepting P. & O. passengers holding through first class rail tickets from Brindisi to London, and Sleeping Car tickets from Brindisi to Calais are, under any circumstances, allowed to proceed to London in the Sleeping Car accompanying the Homeward Indian mail. The cost of the Sleeping Car ticket (which should be procured before leaving Bombay) is £4 6s. 10d.

No charge is made for infants under 3 years of age with the parent; children occupying a berth pay the full rate, but for two children, provided they are under 7 years of age, occupying the same berth, only one fare is charged. There are no second class carriages or fares by this train. Servants, European or Native, pay the same as other passengers.

No luggage will be admitted into the Sleeping Car itself, excepting a hand-bag (which should not exceed 20 inches long by 12 inches wide and 10 inches high) and a bundle of rugs, this regulation being in the interests of travellers, so that these may go in the place provided under the sleeping berth. *The bag, etc., taken into the car is usually subject to examination at Modane by the Custom authorities* and in order to prevent detention, passengers must be present and ready to open their hand-bags.

There will be a luggage van attached to the train to admit of the conveyance of an ordinary amount of baggage for each passenger, which is charged for by the company, and all such baggage by this service must be registered in Brindisi through to London.

There are separate lavatories in the cars for ladies and gentlemen, and separate compartments can be reserved for ladies, if required.

The Sleeping Car is heated, and well provided with bedding.

Breakfasts, luncheons, dinners, etc., are served in the Dining Car at the following prices :—

Breakfast, 1s. 6d. Luncheon, 4s. Dinner, 5s. 6d.

Other refreshments at reasonable prices.

When it is certain that the Sleeping Car berths are not all taken by through passengers to Calais, at the time for starting the train, passengers for portions of the journey, either to Bologna or Turin, can travel in the Sleeping Car, but this privilege cannot, in any case, be secured beforehand. Travellers wishing to avail themselves of these berths when there is room should apply to our Agent, in writing, on the arrival of the steamer.

The P. & O. Express stops at the following stations :—Bari, Foggia, Ancona, Bologna, Piacenza, Turin, Modane, Aix-les-Bains, Chambery, Culoz, Maçon, Pierfitte (for Paris), Amiens, and Calais.

Passengers holding through tickets to London and Sleeping Car tickets can break journey at Paris, but by doing so they sacrifice the Paris-Calais portion of Sleeping Car ticket.

Ordinary 1st Class Carriages are attached to this train as far as Turin, but passengers travelling in them are not allowed to take their meals in the Restaurant; they should provide themselves with lunch baskets. Telegrams to England cost 26 centimes (about 2½d.) per word, plus one franc for ground tax. Passengers having these written out can leave them with our Agent, who will send them off immediately after the departure of the Express train.

EGYPT, PALESTINE, etc.

Passengers desirous of breaking their journey in Egypt on the homeward voyage can, under ordinary circumstances, disembark at Ismailia in our steam launch, see p. 40. The season in Cairo and on the Nile commences in November and ends in March.

Spring is the best time for a tour through Palestine, and travellers who intend to visit Palestine as well as Egypt, should

select January or February for their Nile journey, and March, April, or May, for Palestine.

Intending passengers for the Nile steamers of Thos. Cook and Son (Egypt), Ltd., are requested to communicate with our Agents at Bombay, Calcutta, Rangoon, or Colombo, who will reserve berths and make all necessary arrangements for the trip.

Tours by the Company's steamers from Cairo to Luxor and the First Cataract and back may be accomplished as follows :—

(1) First Class Tourist Steamers (at fixed dates) from Cairo to Assouan and back; time occupied, twenty days, including three or four days at Luxor. First Class Fare, £50.

(2) Special Steamer (at fixed dates) from Cairo to Assouan and back: time occupied, four weeks. First Class Fare, £65.
From Philæ (First Cataract) to the Second Cataract and back, in connection with the above Tours, £23.

(3) In addition to the above services the Nile journey may be made on the comfortable and well-appointed steamers at present attached to the Mail service, which offer facilities for visiting the principal points of interest on the river. The fares by these steamers, which are considerably less than by the first class tourist steamers, and the days of departure, which are twice weekly, may be ascertained by reference to the Company's Nile Programme, to be obtained at all Thos. Cook & Son's Offices.

Travellers wishing to go up the Nile by ordinary or by steam Dahabeahs will find a choice of comfortable, roomy, superior boats at the Company's Boulac Arsenal, Cairo. Berths in steamers may be secured, and plans of Dahabeahs obtained, at our offices in India, or at the Company's Offices in **Cairo,** near **Shepheard's Hotel.**

Homeward-bound P. & O. passengers landing at Ismailia to visit Cairo and the Nile must return to Ismailia or Port Said if they wish to continue their voyage by the through steamers to Brindisi or Marseilles and long sea route to England. Those wishing to proceed by the P. & O. local steamers to Brindisi and Venice, or to Marseilles, can embark at Alexandria or Port Said as per the Company's time table.

In Egypt, tours to Palestine can be conveniently arranged. These may be of long or short duration, and adapted for one or more passengers by any route.

Our arrangements for travelling in Palestine are of the most complete and superior kind. Our Agents and Dragomans have

a long experience in the country. Our camp equipments and horses are the best it is possible to obtain. Comfortable landaus, built in Switzerland, are provided for those who prefer a carriage to horseback or the train between Jaffa and Jerusalem, and the provisions supplied are of the best description and well cooked.

Want of space prevents our giving a list of Specimen Tours, a large number of which may be found in our pamphlet devoted to Spring Palestine Tours, which can be obtained at our Indian Offices, also at the Offices of Thos. Cook and Son (Egypt), Ltd., Cairo, Port Said, Ismailia, Alexandria, and at our Offices in Jaffa, Jerusalem, etc.

From Egypt or Palestine there is frequent steamer communication to Turkey, Greece, Italy, France, etc., and at all the principal ports our Agents will assist passengers on arrival, provide tickets for any destination, and see to the general comfort of our homeward-bound clients.

SPECIMENS OF ROUTES FROM EUROPEAN PORTS TO LONDON.

BRINDISI TO LONDON. *(Fares liable to alteration.)*	1st Cl. £ s. d.	2nd Cl. £ s. d.
Route I.—Brindisi, Foggia, Bologna, Turin, Mt. Cenis, Macon, Paris, Boulogne or Calais, London, 54 hours, by special mail train; only holders of first-class tickets and supplemental tickets for the sleeping car can travel with the mails between Brindisi and Calais. Railway fare, £12 12s. 8d.; sleeping car, £4 10s. 4d.; total	17 3 0	—
Ordinary trains, same route, 61 hours	12 12 8	8 17 0
Via Dieppe and Newhaven	11 7 0	7 18 10
Route II.—Brindisi, Taranto, Naples, Rome, Pisa, Genoa, Turin, Mt. Cenis, Paris, Boulogne or Calais, London, 64 hours	13 12 11	9 11 1
Via Dieppe and Newhaven	12 7 3	8 13 0
Route III. (St. Gothard).—Brindisi, Bologna, Milan, Lucerne, Bâle, Vesoul, Paris, Boulogne or Calais, London, 62 hours	12 15 0	9 0 1
Via Dieppe and Newhaven	11 7 7	8 0 4

VENICE TO LONDON. *(Fares liable to alteration.)*	1st Cl. £ s. d.	2nd Cl. £ s. d.
Route I.—Venice, Milan, Turin, Modane, Macon, Paris, Boulogne or Calais, London, 42 hours ...	8 15 3	6 4 2
Via Dieppe and Newhaven	7 12 9	5 6 11
Route II.—Venice, Milan, St. Gothard, Lucerne, Bâle, Laon, Boulogne or Calais, London, 42 hours ...	8 13 4	6 3 2
Route III.—Venice, Milan, St. Gothard, Lucerne, Bâle, Paris, Boulogne or Calais, London, 42 hours...	8 14 9	6 2 8
Route IV.—Venice, Verona, Munich, Cologne, Brussels, Calais, London, 55 hours	9 1 3	6 10 6
Route V.—Venice, Verona, Innsbruck, Bâle, Laon, Boulogne or Calais, London, 52 hours... ...	9 0 6	6 7 9
Route VI.—Venice, Vienna, Passau, Nuremburg, Cologne, Rotterdam, The Hook of Holland, Harwich, London, 52 hours	9 18 6	6 16 6
TRIESTE TO LONDON.		
Route I.—Trieste, Venice, then same as from Venice, Route II., *via* St. Gothard, 52 hours	9 17 9	6 19 3
Route II.—Trieste, Vienna, Passau, Cologne, Brussels, Ostend, Dover, London, 48 hours	9 17 0	7 2 0
Sleeping car, extra	2 11 5	—
Via Calais and Dover	10 7 1	7 8 8
Route III.—Trieste, Laibach, Villach, Munich, Cologne, Antwerp, Harwich, London, 54 hours	8 9 6	6 0 3
NAPLES TO LONDON. *(Fares liable to alteration.)*		
Route I.—Naples, Rome, Pisa, Genoa, Turin, Modane, Macon, Paris, Boulogne or Calais, London, 50 hours	11 12 10	8 3 1
Via Dieppe and Newhaven	10 7 2	7 4 11
Route II.—Naples, Rome, Florence, Milan, Lucerne, Bâle, Vesoul, Paris, Boulogne or Calais, London, 63 hours	12 6 1	8 12 6
Via Dieppe and Newhaven	11 4 10	7 18 6
Route III.—Naples, Rome, Pisa, Genoa, Milan, St. Gothard, Lucerne, Bâle, Laon, Amiens, Boulogne or Calais, London, 57 hours	12 3 9	8 11 3
GENOA TO LONDON. *(Fares liable to alteration.)*		
Route I.—Genoa, Turin, Mt. Cenis, Macon, Paris, Boulogne or Calais, London, 30 hours	7 11 11	5 6 5
Via Dieppe and Newhaven	6 6 3	4 8 5
Route II.—Genoa, Milan, St. Gothard, Bâle, Metz, Brussels, Antwerp, Harwich, London, 40 hours	6 17 8	4 15 6
Route III.—Genoa, Nice, Marseilles, Lyons, Paris, Boulogne or Calais, London, 37 hours	8 17 9	6 3 6
Via Dieppe and Newhaven	7 13 1	5 6 5

MARSEILLES TO LONDON.	1st Cl. £ s. d.	2nd Cl. £ s. d.
Route I.—Marseilles, Avignon, Lyons, Macon, Dijon, Paris, Calais, London, 25 hours	6 15 1	4 12 6
Via Boulogne and Folkestone	6 10 3	4 8 11
Via Dieppe and Newhaven	5 12 3	3 18 2
Route II.—Marseilles, Avignon, Lyons, Geneva, Lausanne, Berne, Neuchatel, Dijon, Paris, Calais, London	8 12 6	6 1 0
Via Boulogne and Folkestone	8 7 6	5 17 3
Via Dieppe and Newhaven, 45 hours	7 7 9	5 2 6
GIBRALTAR TO LONDON. *(Fares liable to alteration.)*		
Route I.—Gibraltar, Bobadilla, Malaga, Cordova, Madrid, Burgos, Bordeaux, Paris, Boulogne or Calais, Dover	11 15 9	*9 14 9
Route II.—As above, *via* Dieppe and Newhaven..	10 12 9	*9 0 0

* 1st Class between Malaga and Irun.

PLYMOUTH.

Sub-Agents.—Midland Railway Office, 3A, Russell Street; Messrs. Spearman and Spearman, 19, George Street.

Hotel.—Duke of Cornwall.

Distance from London, 247 miles.

The "P. & O.," the "Orient," the "British India," and other steamers call at Plymouth on the Homeward voyage.

The Great Western Railway Company are running a new express train from Plymouth at 10.35 a.m. daily (Sundays excepted), reaching Paddington at 4.30 p.m. Improvements are made in the arrangements of trains connecting the North and the West of England, and expediting the passenger traffic from the North to the Channel Islands and *vice versa*.

Plymouth is a charming town in which to spend a few days, and the neighbourhood abounds in delightful Devonshire scenery.

The Railway Companies issue train and coach tickets for visiting Dartmoor, etc.

Coupon Railway Tickets for London by Great Western

Railway are issued at our Offices abroad or on board the steamers at the following rates :—

First Class	32s. 6d.
Second Class	21s. 3d.

Children under twelve, half price.

In addition to a great saving of expense, these Coupons ensure special advantages to passengers landing from the steamers at Plymouth.

They pass the passengers' baggage through the Docks and into the trains, free of Dock dues and porterage ; they are available for seven days from the day of landing ; and they also admit of the journey being broken at any main line station, provided it is completed within that period, and that application is made to the booking clerk at the Docks for the necessary authority.

These Coupons must be stamped at the booking office at the Docks.

In the event of a passenger having omitted to provide himself with a Coupon abroad, he can obtain an order from the Company's Agent, who boards the steamer at Plymouth, for presentation at the Great Western Railway booking office on shore, which will be exchanged for a railway ticket, ensuring similar privileges and advantages.

The Great Western Company now allow the friends of Ocean Passengers landing or embarking at Plymouth, to travel from any station on the main line between London and Exeter inclusive, and Penzance and Truro inclusive, to Plymouth at a single fare for the double journey, according to class, upon production of a voucher (which can be obtained at our Offices), to be issued by the P. & O. Co., certifying that the persons in whose favour they are given, will be travelling for the sole purpose either of accompanying Ocean Passengers joining steamers at Plymouth, or of meeting Ocean Passengers landing at that port.

Orders obtainable from the Company's Agent boarding the steamer will also enable passengers proceeding by the Great Western Railway to stations other than London, to obtain tickets covering all Dock and porterage dues.

Trains to London.

Leave Plymouth (Millbay)	8.30 a.m.	Arrive at Paddington	...	2.55	p.m.
,, ,, (do.)	10.35 ,,	,, ,,	...	4.30	,,
,, ,, (do.)	10.45 ,,	,, ,,	...	6.0	,,
,, ,, (North Rd.)	11.52 ,,	,, ,,	...	6.23	,,
,, ,, (do.)	1.42 p.m.	,, ,,	...	7.0	,,
,, ,, (Millbay)	2.25 ,,	,, ,,	...	8.25	,,
,, ,, (do.)	3.55 ,,	,, ,,	...	10.0	,,
,, ,, (North Road)	8.26 ,,	,, ,,	...	4.0	a.m.

(The 1.42 p.m. from Plymouth (North Road) is a Corridor Train.)

When the number of passengers is sufficiently large, and the arrival of the steamer does not allow of the trains shown above being conveniently availed of, a Special Train will be put on to meet the convenience of passengers to London.

Trains from Plymouth to Exeter, Bristol and Bath.

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
Leave Plymouth (Millbay).	6.25	8.30	9.10	10.35	10.45	11.52 *	12.15
Arrive Exeter ...	8.45	10.25	11.34	p.m. 12.8	p.m. 12.37	p.m. 1.46	2.37
,, Bristol ...	—	p.m. 12.7	—	1.50	2.50	3.33	—
,, Bath ...	—	12.31	—	2.15	3.17	4.0	—

	† p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leave Plymouth (Millbay.)	1.42	2.25	2.35	3.55	4.15	7.15	8.10
Arrive Exeter ...	3.1	4.2	4.47	5.30	6.40	9.43	10.18
,, Bristol ...	4.38	5.43	6.45	7.16	10.35	—	a.m. 12.35
,, Bath ...	5.12	6.6	—	7.42	11.23	—	1.8

* North Road. † From North Road.

Our representative will afford information to passengers, despatch telegrams or letters; and Circular Notes, Letters of Credit, Drafts, etc., are cashed by our Banking Correspondents.

Baggage.—London passengers disembarking at Plymouth can send on their heavy baggage in the ship, and in that case should write to Ludgate Circus, giving full instructions as to clearing and forwarding the same from the Docks in London, where all steamers are met by our representatives.

The baggage of passengers landed at Plymouth is landed from the steam tenders by the Great Western Company's

servants, who convey it to the baggage warehouse, perform the unpacking and re-packing required for the Customs' examination, and convey the baggage from the Custom House to the Great Western Railway Station.

Private Omnibuses at Paddington.—The Great Western Company provide one-horse omnibuses, capable of conveying six persons inside and two outside, with the usual quantity of luggage, from and to Paddington Station, at a charge of 1s. per mile within a radius of four miles from Charing Cross, or 1s. 6d. per mile without the radius, with a minimum charge in any case of 3s. For more than eight persons, or when the luggage is exceptionally heavy, two-horse omnibuses are supplied at double the above rates of charge.

Passengers wishing for an omnibus should inform our Agent, or the station masters at Plymouth or Swindon, who will arrange, *free of charge*, for one to be in readiness on their arrival at Paddington.

LONDON.

To those passengers who do not land at Plymouth, but who prefer continuing in the steamer to London, every assistance will be afforded at the **Royal Albert Docks**. A frequent train service is kept up between the Docks and the Termini at Fenchurch Street and Liverpool Street.

When on account of the tide the steamers anchor off **Tilbury** (Gravesend), occasional opportunities are afforded to passengers to land and proceed to London. The steamboats of the London, Tilbury, and Southend Railway Company convey passengers to their station at Tilbury, or to the pier at Gravesend.

All passenger steamers, on arrival in the Docks, are met by our Representative, in uniform, to whom those passengers who have not already done so at Plymouth, or earlier, should hand keys and a list of packages, with written instructions as to forwarding, etc.

Letters and telegrams for homeward bound passengers can be sent to our care for delivery on board.

Members of the Indian Services are invited to apply to us for information respecting pay, pension, furlough, forms for reporting arrival, etc., which forms can also be obtained of our Agents in India, or at the several ports of call.

Passengers wishing to telegraph their safe arrival in England to friends in India can do so on payment in Bombay of Rs. 6. The rate for every additional word is Rs. 3. Telegraph Tickets can be obtained on application to Thos. Cook & Son at Bombay. Passengers applying by letter are requested to state both their own address in England and that of their friends in India.

BRITISH IMPORT DUTIES.

		s.	d.
Plate—Gold	per oz. troy	17	0
,, Silver	...	free.	
Spirits, proof	per gall.	10	4
Liqueurs	,,	14	0
Spirits, perfumed, and Eau de Cologne ...	,,	16	6
Tea	... per lb.	0	4
Coffee	... ,,	0	1½
Cocoa	... ,,	0	2
Tobacco, unmanufactured...	... ,,	3	2
,, Cavendish, manufactured ...	... ,,	4	6
,, Cigars	... ,,	5	0
,, Other sorts, cigarettes	... ,,	4	0
Wine in casks or bottles—			
Less than 26 degrees of proof	per gall.	1	0
,, 42 ,, ,, ...	,,	2	6

Passengers may bring free of duty, provided that they declare them—

Cigars and tobacco	½ lb.
Cordials and perfumed spirits	½ pint.
Spirits	1 ,,

DOCK DUES IN LONDON.

	Each—s.	d.
Chairs, hat boxes, etc.	0	6
Gladstone bags, gun cases, not exceeding 56 lbs. ...	1	0
Portmanteaux, etc., not exceeding 1 cwt.	1	6
Packages not exceeding 1½ cwt....	2	6
,, ,, 2½	3	0

INDIA TO ENGLAND,

VIA AUSTRALIA, CHINA, JAPAN, UNITED STATES AND CANADA.

The route homeward *via* Australia, China, Japan, United States, or Canada, is becoming very popular with Anglo-Indians, and, considering the cheapness of the trip and the different countries teeming with interest which are passed through, we anticipate a large and steady increase of traffic by these routes.

The P. & O. Company have entered into an arrangement with the Canadian Pacific Railway Company and various Atlantic Steamship Lines for through Round the World traffic, connecting with the steamers for or from Vancouver. First Class fare, *via* China and Japan, £120.

The Pacific Mail and Occidental and Oriental Companies have frequent sailings between China, Japan, and San Francisco.

The Canadian Pacific Railway Company (Mail service between Vancouver and Hong Kong) own three new steamers, which proceed *via* Shanghai and then Yokohama, usually through the Inland Sea of Japan. Sailings every three or four weeks.

The Northern Pacific Steamship Company have a sailing about every three weeks from Hong Kong for Tacoma, U.S.A., *via* Shanghai, Yokohama, Victoria, etc.

The Oceanic Steamship Company, and Union Steamship Company of New Zealand, Ltd., have jointly, sailings every 28 days between Sydney and San Francisco, calling at Auckland, Apia, and Honolulu.

The Steamers of the Canadian-Australian Line sail at monthly intervals between Sydney and Vancouver, calling at Wellington, Suva, and Honolulu.

Through tickets, giving a large choice of routes in America or Canada, and affording opportunities for breaking the journey at all places of interest, are issued by us at greatly reduced rates. Special reductions made to missionaries, and to officers of the civil, naval and military services booking through to Europe.

COOK'S
MAP OF THE
WORLD.

ITINERARIES of TOURS from INDIA TO EUROPE,

VIA CHINA, JAPAN, AUSTRALIA, AND THE UNITED STATES.

Allowing breaks of Journey at all Places of Interest.

Tour No. 1.—From Bombay or Calcutta by P. & O. fortnightly steamer to Colombo, Penang, Singapore, and Hong Kong; thence Pacific Mail or Occidental and Oriental Co.'s steamer *via* Shanghai, Nagasaki, and Kobe, and the Inland Sea of Japan to Yokohama, and direct, or *via* Honolulu, to San Francisco; rail to New York; thence by Cunard, White Star, American, or other Mail steamer to Liverpool or Southampton, and rail to London.

First Class throughout ... Rs. 1,303.0.0.

Tour No. 2.—From Bombay or Calcutta by P. & O. fortnightly steamer to Yokohama *via* Colombo, Penang, Singapore, and Hong Kong, Nagasaki and the Inland Sea of Japan; thence by Pacific Mail or Occidental and Oriental Co.'s steamer direct, or *via* Honolulu, to San Francisco; thence rail to New York, and Cunard or other steamer to England, as per No. 1.

First Class throughout ... Rs. 1,383.0.0.

Tour No. 3.—From Bombay or Calcutta by P. & O. fortnightly steamer to Hong Kong and Shanghai; thence by Japan Mail steamer *via* Nagasaki and the Inland Sea of Japan to Yokohama; thence by Pacific Mail or Occidental and Oriental S. S. Co.'s steamer to San Francisco; thence to England, as per Tour No. 1.

First Class throughout ... Rs. 1,383.0.0.

N.B.—Supplementary tickets for travelling *via* Toronto, the St. Lawrence, Thousand Islands, Montreal and the Hudson, are also issued at a slight additional cost.

Tour No. 7.—From Calcutta by the fortnightly China steamers direct to Penang, Singapore, Hong Kong; thence by the Pacific Mail or Occidental and Oriental S. S. Co.'s steamers, *via* Shanghai, Nagasaki, the Inland Sea, and Yokohama to San Francisco; thence to Liverpool, as per No. 1.

First Class throughout ... Rs. 1,133.0.0.

Tour No. 9.—From Calcutta by the weekly B. I. Mail steamer to Rangoon, Penang, Singapore; thence by P. & O. fortnightly steamer to Hong Kong; thence same as Tour No. 1 to Liverpool.

First Class throughout ... Rs. 1,165.0.0.

Tour No. 10.—From Bombay, Calcutta, or Colombo, by P. & O. steamer to King George's Sound, Adelaide, Melbourne, Sydney, Brisbane, *via* Queensland Ports to Batavia, Singapore, P. & O. steamer to Hong Kong, thence *via* Nagasaki, and Inland Sea of Japan to Yokohama, and round to Liverpool, as per Tour No. 1.

First Class ... Rs. 2,013.0.0.

Tour No. 11.—Same as Tour No. 10 to Sydney; thence *via* Brisbane, Queensland Ports, Port Darwin, Hong Kong, Nagasaki, Inland Sea of Japan, Kobe, Yokohama, San Francisco, New York and Liverpool, as per Tour No. 1.

First Class ... Rs. 1,869.0.0.

Tour No. 12.—Same as Tour No. 10 to Sydney; thence per Oceanic S. S. Co., to Honolulu and San Francisco, rail to New York, steamer to Liverpool and rail to London.

First Class ... Rs. 1,869.00.

(*a*) With supplemental tickets for a delightful tour of 21 days to New Zealand, from Melbourne to Hobart Town, The Bluff, Port Chalmers (Dunedin), Lyttelton (Christ Church), Wellington, Napier, Gisborne, Auckland, Russell, round to Sydney.

First Class throughout, additional ... Rs. 171.0.0.

Tour No. 13.—From Bombay or Calcutta by P. & O. steamer to Penang and Singapore, thence Batavia and Queensland Ports to Brisbane, Sydney, Port Darwin, Hong Kong, thence *via* Nagasaki, Inland Sea of Japan, Kobe, Yokohama, as per Tour No. 1.

First Class throughout ... Rs. 2,217.0.0.

A Special Reduced Rate.—Special rates (first class only) are granted to missionaries and officers (and their families) of the British and Foreign, military, naval, and civil services, who book through to England. This concession does not apply to bookings *via* Australia.

Second Class Passengers are not carried on the Pacific Mail and Occidental and Oriental Company's steamers to San Francisco. To passengers desirous of travelling second class by P. & O. steamer to China, Japan or Australia, the following reductions will be made :—

To Hong Kong ...	... ...	Rs. 160.0.0.
,, Shanghai or Yokohama ...	...	,, 190.0.0.
,, Melbourne or Sydney ...	...	,, 175 0.0.

The foregoing examples of Itineraries are but a few of the many that can be arranged, and which may be modified to suit individual requirements.

Fares subject to change.

TRANS-PACIFIC ORDERS.

Passengers holding Pacific Mail or Occidental and Oriental Steamship Companies' Trans-Pacific Orders from China or Japan *via* San Francisco must have them exchanged at Hong Kong for tickets, according to current arrangements, which will be available to travel from San Francisco to New York by one of the undermentioned routes as follows :—

Southern Pacific Company (Sunset Route) *via* New Orleans.

Southern Pacific Company, *via* Ogden, Union Pacific, Denver and Rio Grande, and any of the lines running east from Council Bluffs or Kansas City.

Southern Pacific Company, *via* Los Angeles and Mojave, and the Santa Fé route.

Passengers can also avail of the Canadian Pacific route, *via* Vancouver, upon payment of $20 additional.

Travellers by Oceanic and Union Companies from Australia or New Zealand have choice of a number of routes through the United States, as follows :—

Route 1.—San Francisco, Sacramento, Ogden (side trip to Salt Lake City and back included), Cheyenne, Julesburg, Omaha, Council Bluffs, Chicago.

Route 2.—San Francisco, Sacramento, Ogden, Salt Lake City, Glenwood Springs, Manitou (for Pike's Peak and Garden of Gods), Colorado Springs, Pueblo, Topeka, Kansas City, Galesburg, Streator, Chicago.

Route 3.—San Francisco, Berenda (for Yosemite Valley), Flagstaff (for Grand Cañyon, Colorado), Albuquerque, Topeka, Kansas City, Galesburg, Streator, Chicago.

Route 4.—San Francisco, Sacramento, Portland, Shoshone Falls, Cheyenne, Julesburg, Omaha, Chicago.

Route 5.—San Francisco, Berenda (for Yosemite Valley), Los Angeles, Flagstaff (for Grand Cañyon, Colorado), Albuquerque, Kansas City, Galesburg, Streator, Chicago.

Route 6.—San Francisco, Sacramento, Ogden, Salt Lake City, Cheyenne, Denver, Topeka, Kansas City, Bloomington, Chicago.

Route 7.—San Francisco, Berenda (for Yosemite Valley), Flagstaff (for Grand Cañyon, Colorado), Albuquerque, Burrton, Wichita, St. Louis, Springfield, Bloomington, Chicago.

Route 8.—San Francisco, Sacramento, Ogden, Salt Lake City, Cheyenne, Denver, Julesburg, Omaha, Council Bluffs, Chicago.

From Chicago passengers have choice of all Trunk Lines eastward to New York, Boston, and other Atlantic Ports.

In connection with Routes Nos. 1 and 2, from Ogden, the famous Yellowstone Park, can be easily and inexpensively reached.

NOTE.—We would particularly call the attention of Trans-Pacific passengers to the fact that facilities as to routes across America, by

which travellers from Trans-Pacific points can obtain forwarding, are constantly changing, and frequently it is not possible to obtain definite information on this point until the port of debarkation in the United States is reached; therefore we can accept no responsibility in regard to the overland routes named herein. Latest obtainable information and facilities will always be cheerfully furnished by the representatives of THOS. COOK & SON, with whom our clients are recommended to place themselves in communication as occasion may necessitate.

CAUTION.

We find it essential to warn clients travelling on our tickets not to part with their exchange orders under any pretence whatever to the numerous touts who board the steamers on arrival at San Francisco. Once the traveller parts with his order under such circumstances he is compelled to travel by whatever route the tout happens to represent. Passengers should take their vouchers to our Office at 621, MARKET STREET, SAN FRANCISCO, and under no circumstances should they exchange same for actual travelling tickets except on the advice of one of our representatives. If these recommendations are acted upon, passengers will be spared the risk of inconvenience and disappointment which is involved by not adopting same.

Our Agent will, if required, secure Pullman accommodation by any route selected, it being of course understood that the cost thereof is not included in the through overland fare. Side trips can be arranged for visiting the Yosemite Valley, Calaveras Big Trees, Alaska, Yellowstone Park, Grand Cañyon of the Colorado, etc., etc.

Travellers for Europe passing through the United States will do well to reduce the baggage they will require during the journey to a reasonable limit, and will save themselves a great deal of trouble and unnecessary expense by checking, under the baggage check system, any large pieces, such as trunks, Saratogas, etc., through from San Francisco to New York, there to await their departure for Europe.* Our Agent in San Francisco will explain the system for the checking of baggage, and point out

* The duty on curios and bric-a-brac is very heavy in San Francisco; consequently, to avoid such expense, through travellers to Europe are advised to ship home direct any articles they may buy in India, China, and Japan, etc., and not carry their purchases with them through America.

the various available routes through the States, with their respective scenic and other advantages ; a call at our San Francisco Office therefore is recommended.

Passengers' letters and cablegrams, if addressed to the care of our San Francisco or other American offices, will be kept until called for, or dealt with as the passenger may instruct.

Sleeping and Drawing-room Cars are attached to all through trains, and an extra charge over the railway fare is made for their use. The accommodation is limited, and travellers on arrival in San Francisco should give immediate attention to the reservation of their berths for the date on which they wish to leave the city. The charges for sleeping berths vary according to the journey being performed ; berths can sometimes be obtained as low as 8s. (2 dols.) per night, but usually rates are charged according to the journey performed—for instance, charge for sleeping berths in Pullman or Wagner Cars :—

	£	s.	d.
Double berth, San Francisco to Ogden	1	4	0
,, Ogden to Omaha	1	12	0
,, Omaha to St. Louis or Chicago	0	10	0
,, St. Louis to New York	1	4	0
,, Chicago to New York	1	0	0
Or from San Francisco to New York	4	2	0
Use of Drawing Room for one party of 4 or less, for the whole journey	15	8	0

It should be noted that there are some trains on the American Railroads composed exclusively of Pullman or Wagner (*i.e.*, Drawing Room, Dining, and Sleeping) Cars, and, before being valid for travel by such trains, ordinary tickets must be supplemented by the necessary extra payment for travelling thereon.

The prices for meals on the Hotel Cars and at the Railway Dining Rooms are from 3s. each.

American Money, Drafts, etc.

Our Offices in India issue Letters of Credit, Circular Notes, and Drafts payab in America. Our San Francisco Agent, at 621, Market Street, will always exchange any money, cash letters of credit and circular notes, at the current rates of exchange.

THROUGH BOOKINGS TO ENGLAND,

VIA CHINA, JAPAN, AUSTRALIA, AND THE CANADIAN PACIFIC ROUTE,

Allowing breaks of journey at all places of interest en route.

Through tickets are now issued at the following rates :—

Tour No. 14.—From Bombay or Calcutta by P. & O. fortnightly steamer *via* Colombo, Penang and Singapore to Hong Kong, thence by Canadian Pacific Railway Co.'s steamer direct *via* Shanghai, Nagasaki, and usually the Inland Sea, to Kobe, Yokohama, and Victoria to Vancouver, Canadian Pacific Railway *via* Montreal, or *via* Toronto and Niagara Falls, or steamer across Lakes Superior and Huron, to New York, thence by Cunard, White Star, or other Mail steamer to Liverpool, rail to London.

First Class ... ... Rs. 1,303.0.0

Tour No. 15.—From Bombay or Calcutta by P. & O. fortnightly steamer to Yokohama *via* Colombo, Penang, Singapore, Hong Kong, Nagasaki, and the Inland Sea of Japan ; thence, as per Tour No. 14, to Liverpool, rail to London.

First Class ... ... Rs. 1,383.0.0

Tour No. 16.—From Bombay or Calcutta by P. & O. fortnightly steamer *via* Colombo, Penang, Singapore, and Hong Kong to Shanghai ; Japan Mail steamer *via* Nagasaki and Inland Sea of Japan to Yokohama ; thence, as per Tour No. 14.

First Class ... ... Rs. 1,462.0.0

Tour No. 17.—From Calcutta by fortnightly China steamer to Hong Kong, P. & O. steamer *via* Nagasaki and Inland Sea of Japan to Yokohama ; thence, same as Tour No. 14, to Liverpool or London.

First Class throughout ... ... Rs. 1,265.0.0

Tour No. 18.—From Calcutta by fortnightly China steamer

to Hong Kong; Canadian Pacific steamer *via* Shanghai, Nagasaki, and usually by the Inland Sea to Kobe, Yokohama, and Victoria to Vancouver and the Canadian Pacific Railroad to New York; thence by Cunard or any of the Atlantic lines of steamers to Liverpool, rail to London.

First Class throughout ... ... Rs. 1,133.0.0.

Tour No. 19.—From Calcutta by weekly B. I. Mail steamer to Rangoon, Penang, Singapore; thence, P. & O. fortnightly steamer to Hong Kong, same as Tour No. 14.

First Class ... ... Rs. 1,211.0.0.

Tour No. 20.—From Bombay, Calcutta, or Colombo, by P. & O. Steamer to K. George's Sound, Adelaide, Melbourne, Sydney, thence *via* Brisbane, Queensland Ports to Batavia, Singapore; P. & O. to Hong Kong, thence as per Tour No. 14 to London.

First Class ... ... Rs. 1,165.0.0.

Tour No. 21.—Same as Tour No. 20 to Sydney, thence *via* Brisbane, Queensland Ports, Port Darwin, Hong Kong, thence *via* Nagasaki, Inland Sea of Japan and Kobe to Yokohama, thence as per Tour No. 14.

First Class ... ... Rs. 1,869.0.0.

Tour No. 22.—From Bombay or Calcutta by P. & O. Steamer to Singapore, thence to Batavia and *via* Queensland Ports to Brisbane, Sydney, Port Darwin, Hong Kong, thence as per Tour No. 14.

First Class ... ... Rs. 2,217.0.0.

Children under twelve, half fare.

Fares subject to change.

The foregoing examples of Itineraries are but a few of the many that can be arranged, and which may be modified to suit individual requirements.

A Special Reduced Rate.—Special rates (first class only) are granted to missionaries and officers (and their families)

of the military, naval, and civil services, who book through to England. This concession does not apply to bookings *via* Australia.

Immediately on arrival at Vancouver, passengers must exchange their ticket orders at the ticket office of the railway. Sleeping accommodation on the cars can then be secured. If an alteration in route is desired, it can be made on payment of the difference in fare, if any, to the ticket agent at Vancouver.

The journey from Vancouver to Montreal occupies about five and a-half days, and is made without change of carriage, through some of the grandest scenery in the world. During the summer months observation cars are attached to the trains whilst crossing the mountains, and passengers are thereby enabled to view, without interruption or inconvenience, the magnificent panorama before them.

Routes.—First class passengers from Japan to Europe and to Eastern points U.S.A. and Canada have choice of following routes, subject to extra charge when so shown :—

Route 1.—Canadian Pacific Railway main line to Montreal, thence direct rail lines to Quebec, St. John, N.B., Halifax, Boston or New York.

Route 2.—Canadian Pacific Railway main line to North Bay, thence rail *via* Toronto and Montreal, and direct rail lines to Quebec, St. John, N.B., Halifax, Boston, or New York.

Route 3.—Canadian Pacific Railway main line to North Bay, thence rail to Toronto and *via* Niagara Falls (Lake or Rail in summer, Rail in winter), and direct rail lines to New York or Boston.

Route 4.—Canadian Pacific Railway to Portal, thence Soo-Pacific line, *via* Minneapolis and Sault Ste. Marie to North Bay or Montreal, and *via* Routes 1, 2, or 3 beyond.

Route 5.—Canadian Pacific Railway to Portal, thence Soo-Pacific line, Minneapolis, St. Paul, and direct rail lines

via Chicago and Detroit to Toronto, and *via* Routes 2 or 3 beyond.

Passengers by this route will be charged £2 ($10 gold) extra.

Route 6.—Canadian Pacific Railway to Portal, thence *via* Soo-Pacific line, Minneapolis, St. Paul, Chicago, and direct rail lines to New York or Boston.

Passengers by this route will be charged £2 ($10 gold) extra.

Route 7.—Canadian Pacific Railway to Winnipeg, thence *via* Minneapolis or St. Paul, and Sault Ste. Marie to North Bay or Montreal and *via* Routes 1, 2, or 3 beyond.

Passengers by this route will be charged £1 ($5 gold) extra.

Route 8.—Canadian Pacific Railway to Winnipeg, thence *via* Minneapolis or St. Paul, and direct rail lines *via* Chicago and Detroit to Toronto, and *via* Routes 2 or 3 beyond.

Passengers by this route will be charged £3 ($15 gold) extra.

Route 9.—Canadian Pacific Railway to Winnipeg, thence *via* Minneapolis or St. Paul, Chicago and direct rail lines to New York or Boston.

Passengers by this route will be charged £3 ($15 gold) extra.

Route 10.—Rail or Steamer Victoria or Vancouver to San Francisco, thence *via* Ogden to the Atlantic Seaboard, Montreal, Quebec, St. John, N.B., Halifax, Boston, or New York.

Passengers by this route will be charged £4 ($20 gold) extra.

Lake Route.

The overland journey east of Fort William or Sault Ste. Marie (Routes 1, 2, 3, 4, and 7) during the summer months (between 15th May and 31st October) can be varied without additional charge, passengers having the option of journeying by the Lake Route of the Canadian Pacific Railway Co.'s Steamships between Fort William and Owen Sound, through Lakes Superior and Huron, *via* Sault Ste. Marie. Meals and berths on the Lake Steamships are included in the first-class overland passage.

Passengers travelling *via* Toronto and embarking at Montreal, Quebec, St. John, N.B., or Halifax, will be given, *on application at Vancouver only*, free tickets for side trip Toronto to Niagara Falls and return. Passengers travelling *via* Toronto and Montreal and embarking at Boston or New York, will be furnished, on application at Vancouver, with side trip Toronto to Niagara Falls and return, by rail on payment of 17s. 11d., or from about 24th May to 15th September, by steamer, on payment of 9s. 3d.

Variations in Overland Route on Extra Payment.—Passengers can make the following variations in route (during Summer only, about June 1st to September 15th) on payment of the extra amounts named at starting point or at Vancouver. Between—

	£	s.	d.
Toronto and Montreal by steamer instead of rail	1	13	0
Toronto and Montreal by steamer between Kingston and Montreal, instead of all rail...	1	1	7
Montreal and New York *via* Lake George, instead of direct	0	6	2

The journey between Montreal and New York during the summer months can be made *via* steamers on Lake Champlian and the Hudson River without extra charge.

Dining Cars, in which meals of the best description will be served at 3s. each, are attached to all Trans-Continental trains.

Sleeping Cars, First Class, equal any in the world, and are supplied with bath-rooms and all toilet requisites. Accommodation in them is sold only to passengers holding first class railway tickets. Through sleeping car and meal tickets can be obtained from Vancouver to Atlantic Seaboard ports by Routes 1, 2, or 3, for the sum of £6. Meals and berth will not be included between Niagara Falls and New York, except by the New York Central and Hudson River Railroad, and the direct lines from Montreal to New York. This applies only to passengers between the Pacific and Atlantic, *en route* from Trans-Pacific points.

Note.—In view of the fact that fares, routes, and general arrangements in regard to travel to Europe from Trans-Pacific points are constantly changing, THOMAS COOK AND SON beg to state that they cannot guarantee the foregoing facilities will be available at the time passengers may be travelling, and it is therefore essential that the passengers' full requirements should be indicated at the time of booking, in order that latest information may be furnished.

VIA AUSTRALIA AND CANADA TO EUROPE.

Tickets and full information relative to the "Canadian-Australian" route from Sydney *via* Wellington, Suva (Fiji), Honolulu, and Vancouver to Europe, with option of the various routes between the Pacific and Atlantic coasts indicated in the foregoing, can be obtained at the offices of Thos. Cook and Son, the benefit of special combination rates being afforded to passengers *via* P. & O. and Canadian-Australian Lines.

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*SYRACUSE (N.Y.).....127, East Washington Street
*ROCHESTER (N.Y.).....11, East Main Street.
*GLENS FALLS (N.Y.) .....Messrs. Little and Loomis.
*NEW HAVEN .....702, Chapel Street
*HARTFORD .....Mechanics' Savings Bank.
*ST. LOUIS .....9th and Olive Streets.
*TORONTO.....72, Yonge Street, and corner of King and Yonge Streets.
*QUEBEC .....32, St. Louis Street.
*HAMILTON (Ont.) .....11, James Street.
*OTTAWA (Ont.)...Mr. J. C. Smith, Canada Atlantic Railway, Russell House Block.
*BALTIMORE (Md.) .....133, East Baltimore Street.
*PORTLAND (M.) .....Mr. J. B. Keating, British Vice-Consulate.
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*NEWARK (N.J.) .....800, Broad Street.
*CLEVELAND .....178, Superior Street.
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*FALL RIVER (Mass.) .....Ferry Street Station.
*WORCESTER (Mass.) .....396, Main Street.
*SPRINGFIELD (Mass.) .....271, Main Street.
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*PITTSBURGH (Pa.) .....639, Smithfield Street.
*MINNEAPOLIS .....127, South Third Street.
*LOS ANGELES (Cal.) .....230, South Spring Street.
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*PATERSON (N.J.) .....Corner of Ward and Main Streets.
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*MEXICO CITY .....Mr. Albert Braggiotti, Mexican Central Railway.

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† Registered Telegraphic Address "Coupon," followed only by the name of the town.

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Opinion of the Press of 1898.

Recently the work of making an important addition to the already extensive accommodation provided at the Great Western Hotel, Bombay, was commenced, and when this is completed this establishment will be one of the largest of its kind in India. The extension will take the form of a new wing, corresponding to the one erected some seven or eight years ago. This wing will be a building of five floors, each measuring a hundred and twenty feet by 60 feet, which will be entirely devoted to increasing the bedroom accommodation. The plans, which have been prepared by Mr. S. M. N. Chandabhoy, provide for a sound, well-constructed building, equipped with all the latest improvements. The rooms will be large, light, and airy, each one will have its own bath-room, and the very best and most modern sanitary appliances will be fitted in every instance. The plans have been specially designed with a view to the rooms being open to the westerly breezes, and a considerable increased cost will be incurred in obtaining this highly desirable end. To each room is attached a comfortable balcony, and the windows have been so arranged as to secure as large a share of the cooling breeze as is obtainable. Another great desideratum, which will be secured at much expense, is the flooring of all this new wing with mosaic, the cleanliness and coolness of which, as well as its healthiness, can only be appreciated by those who have had personal experience of its advantages. In the new building a feature will be made of the terrace on the roof. This will be fitted with awnings and comfortable lounge seats, so as to make it a pleasant resort in the hot weather and in the evening. The Manager, too, has in mind a scheme which will be greatly appreciated by his clients. In the close stifling nights of May and June and October this will be used as a dormitory, and if a breath of fresh air is to be had over Bombay in those trying times it will be found there. Another boon in a great Indian hotel is a lift, for there is nothing more tiring to the weary individual in the "Dog Days" than a climb up long flights of stairs. In the new wing at the Great Western the lift will run from ground floor to terrace, and as this will be worked by a supply of water from tanks placed on the roof, there will be no danger of the visitor being confronted by the ominous notice one often sees in Bombay, "lift not working through insufficient pressure of water." The cost of the new works will be large, two lakhs and fifty thousand rupees, and they are expected to be completed in about twelve months from now. The outlay would have been a good deal smaller but for the determination of the management to spare no expense which would conduce to making this new wing as stout and as well equipped a structure as is obtainable in India. The additional accommodation provided will be for a hundred and twenty people, bringing the total accommodation up to about two hundred and fifty. Under the experienced management of Mr. Ruttonjee, the Great Western Hotel has acquired such an excellent reputation for its cuisine, its scrupulous cleanliness, and for the courteous care and attention every desire of the traveller receives, that it is quite safe to predict that the enlargement will come none too soon for the needs of the travelling public, and that its capacities will be frequently fully taxed. It has been a common experience with the Great Western of late years to be quite unable to receive many of the mail passengers who have wished to be housed there.—*Times of India, May 17th, 1898.*

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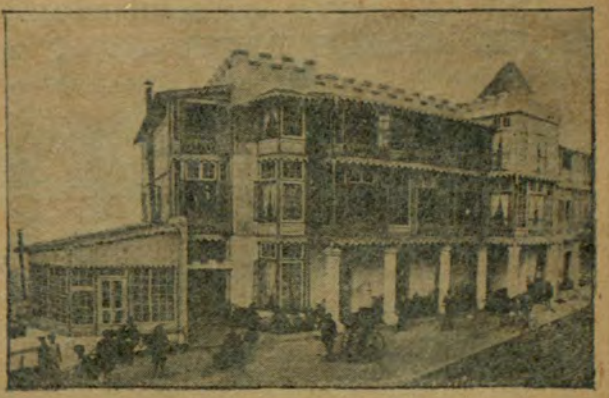

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Messrs. S. ZORASTER & Co. beg to inform the public that they have a large show of Indian Curiosities for sale in their showrooms at Jeypore and Agra, and the Company respectfully invite visitors to inspect this large collection. The prices are remarkably low, and a special feature in their establishment is that the prices of all articles are marked in plain English figures. Most of the articles are made in the premises and the workmen may be seen at work at any time.

The following is a brief list of the articles of our showrooms:—

Gold Enamelled Work; Jewellery; Gold, Silver, and Silk Mixed Embroideries; Silver Trays and other articles in Silver; Garnets; Inlaid Marble; Alabaster, and Soapstone work; Toys and Figures of Hindu Deities in White and Black Marble; Cloths of various kinds, and Costumes of thirty-six castes; Old Arms (genuine) and copies of Old Arms for hall decoration; Shields in Leather, Brass, Brass Enamel and Iron; Articles in fine Koftgari work; Brass Trays of beautiful description and other articles in Brass peculiar to Jeypore. Very effective Brass Enamelled Work.

We invite special attention to our Carpet Manufactories at Jeypore. Our Carpets are in design, colours, and quality the best made in India, and the only ones made now as good as Old Persian.

Special arrangements made and terms given to wholesale buyers and dealers. S. Z. & Co.

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NO DUPLICATES.

Postage and Registration 3 annas extra.

OUR NATIVE STATE PACKETS HAVE THE LARGEST SALE IN INDIA.

J. CAMPBELL & CO.,

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TREACHER & Co.,

LIMITED,

Chemists & Wholesale Drug Merchants.

Chemists, by Special Appointment, to

H.E. THE GOVERNOR OF BOMBAY,

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IMPORTERS OF ALL DRUGS & CHEMICALS,

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The Company's Laboratories and Dispensaries are supervised by qualified **ENGLISH CHEMISTS**, and every article sent out is guaranteed to be up to **BRITISH PHARMACOPŒIA** standard.

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LAURIE'S
"GREAT NORTHERN" HOTEL,
Allahabad, Delhi, and Agra.

(Specially built to meet requirements of the Indian Climate.)

SITUATED OUTSIDE THE NATIVE CITY,

A short drive from the Railway Station, in a most healthy locality.

BRANCHES AT ALLAHABAD, AGRA, and (THE "LONGWOOD" HOTEL) SIMLA.

Oldest Establishments in the North-West.

COOK'S HOTEL COUPONS ACCEPTED.

HOTEL DE PARIS,
BENARES CANTONMENT.

BRANCHES;

CIVIL AND MILITARY HOTELS,

LUCKNOW and CAWNPORE.

THE above Hotels have been constructed for hotel purposes only, and are not bungalows converted into hotels and termed First Class Hotels. Opened in 1895, 1896, and 1897, at the request of the General Public and Tourists; well ventilated and fitted to suit the Indian climates. Separate dressing and bathrooms attached; situated nearest the Railway Stations, Cantonments, and Civil Lines, and central to all places of interest.

No extra irritating charges like most Indian Hotels. Under entire European management.

Rooms can be secured by letter or telegram to the respective Managers.

COOK'S COUPONS ACCEPTED.

GUIDES AND CARRIAGES MEET ALL TRAINS.

These Hotels are not 20 or 30 years' standing, but modernised up-to-date.

JAN & SON - - *Proprietors.*

Awarded a Medal and Diploma for Gold and Silver Embroidery, at Chicago Exposition, 1893, and Melbourne, 1888.

IMPORTANT TO TOURISTS AND RESIDENTS.

By Appointment to His Excellency the Marquis of Lansdowne, Viceroy and Governor-General of India, and to H. E. General Sir George Stewart-White, Commander-in-Chief in India, and to H. E. Lord Jersey, Governor of New South Wales, Australia.

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GANESHI LALL & SON,

MANUFACTURERS OF

GOLD, SILVER, AND SILK MIXED EMBROIDERIES,

And Dealers in and Exporters of

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Head Quarter:—JAHRI BAZAR, AGRA.
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Visitors are respectfully requested not to confine their purchases to Delhi alone, as they may find better work, etc., in Agra, and then regret for their Delhi purchases, as :—

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"I had the misfortune to visit Delhi before Agra, otherwise I should have bought extensively from Ganeshi Lall & Son, whose work is the most beautiful I have ever seen, prices are moderate and fixed.

"(Sd.) A. C. HOUSTON, M.B.C.M.,
"15, George Square, Edinburgh, Scotland."

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"We take pleasure in stating that we found the stock of embroideries made by Ganeshi Lall & Son the finest we have ever seen—Delhi or elsewhere. We bought large bills of goods from him, to our entire satisfaction.

"(Sd.) R. W. PATERSON,
"154, Front Street, New York;
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ADAM'S PEAK HOTEL.

HATTON. HATTON.

FIRST-CLASS RESIDENTIAL HOTEL.

UNDER ENTIRELY NEW EUROPEAN MANAGEMENT.

Magnificent Climate and Health Resort for Invalids.

ONE MINUTE FROM STATION. DAY AND NIGHT PORTER MEETS TRAIN.

Hatton, between Kandy and Nuwara Eliya, is in the centre of the Planting Districts, and is the nearest Station on the line to Adam's Peak. 6½ hours from Colombo. The Hotel is 4,300 feet above sea level, and is built on a splendid site overlooking the surrounding hills.

Tourists will receive special attention, and Excursions can be arranged to Adam's Peak, Duke's Nose, and Devon Waterfalls, etc.

Handsomely furnished suites or single chambers. Electric Bells throughout. Excellent Billiard Tables, Ladies' Drawing and Reading Room, Smoking Room, Baths, Carriages, Lawn Tennis and Croquet.

SPACIOUS MASONIC HALL

FOR CONCERTS, MEETINGS, DANCES, &c.

Recherché Table d'Hôte at separate Tables.

SPECIALITIES.

Excellent Cuisine, Wines, and Moderate Charges.

Man spricht Deutsch.

On parle Français. Il parls Italiano. On parle Russe.

For Terms and Information apply to

HENRI C. SOHN, Manager.

(LATE OF THE ROYAL BOMBAY YACHT CLUB.)

The Hotel de Luxe of the East.

GALLE FACE HOTEL,
COLOMBO.

A NEW FIRST-CLASS HOUSE.
ACCOMMODATION 250.

Five minutes' drive from Harbour and Railway Terminus.

Situated by the Sea and GALLE FACE ESPLANADE, at the entrance of the CINNAMON GARDENS, its position is unrivalled, so is its Superiority in Comfort, Cuisine, and General Excellence of Arrangements and Management.

Electric Light, Fans, and Passenger Lift. Telephone.

Ladies' and Gentlemen's Seawater Swimming Bath.

Commodious Public and Private Sitting, Smoking, and Dining Rooms.

Wedding Reception Banquets arranged.

The Coolest Bedrooms of all Hotels in Colombo, affording Refreshing Sleep in the Hottest Weather.

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SIX PUBLIC VERANDAHS FACING SEA.

A SELECT BAND plays twice a week during Dinner, and on the Lawn in front of the Sea.

On Parle Français. Man spricht Deutsch.

MODERATE TARIFF. NO CHARGE FOR ATTENDANCE.

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Steamers and Trains met by Hotel Porters and Omnibus.

COOK'S COUPONS ACCEPTED.

Telegrams: "Galfacio." Manager, G. STRAUBE.

KEENA HOUSE HOTEL,

Nuwara Eliya, Ceylon,

Situated at an elevation of 6,300 feet on the slope of "Pedro," the highest point of Ceylon, 8,295 feet above sea level.

Commands the finest views of the Plateau and adjacent mountains, and occupies the healthiest situation in the Sanatorium.

The Grounds are extensive, covering more than 30 acres, and the pathway up "Pedro" leads through them, surrounded by magnificent forest.

Tennis Court on the premises.

The celebrated Golf-links of Nuwara Eliya in immediate vicinity.

The Accommodation at Keena House is First Class in every respect, and Visitors can be assured of the greatest civility and attention being shown to them.

An excellent table is kept, noted as being one of the best in the Island.

CHARGES REASONABLE.

Special arrangements for Families and Visitors making a prolonged stay.

Conveyances sent to meet trains on receipt of letter or cable.

Carriages and Rickshaws for Excursions to the famous Botanical Gardens at Hakgalla, and to other points of interest in the neighbourhood on moderate terms.

FOR INFORMATION, PLEASE APPLY TO THE MANAGER.

Grand Hotel, Nuwara Eliya, Ceylon

(THE DAVOS PLATZ OF THE EAST).

THIS Hotel is beautifully situated at an elevation of 6,200 feet above sea, and is built on the healthiest spot in the Sanatorium away from bazaars, and commands the most charming views of Lake Gregory, Mount Pidurutalagala ("Pedro," the highest mountain in Ceylon, 8,295 feet above sea); Hakgalla, 6,081 feet; One Tree Hill, 6,091 feet; and Lover's Leap, 7,097 feet.

The Hotel stands in its own extensive and park-like grounds—is well furnished, and replete with every modern comfort. Electric Bells throughout. Excellent cuisine, charges moderate. Special rates for visits of over one week. Tennis, Cricket, Polo, Shooting, Hunting, Trout Fishing, &c. *The finest Golf Links in Ceylon.*

A large Coaching Establishment is connected with the Hotel, and Coaches, Jinrickshaws, and Conveyances of every description are always ready, whether for short excursions or extended tours to any part of the island.

Every visitor to Ceylon should make the trip up to Nuwara Eliya, and thus travel through the heart of the Ceylon highlands, traversing the far-famed Tea and Coffee districts of Dikoya and Dimbula, and climbing the grandest mountain ranges, with views of magnificent waterfalls, and most romantic scenery. The new and commodious Hotel at Bandarawela is under the same management as the GRAND HOTEL, NUWARA ELIYA.

Proprietors—**The Nuwara Eliya Hotels Co., Ltd.**

All letters should be addressed to the Manager.

Bandarawela Hotel,

BANDARAWELA, CEYLON.

THIS favourite and newly-appointed Hotel is now under entirely new management, in connection with the Grand Hotel, Nuwara Eliya, and has every accommodation for visitors and families. The Hotel is charmingly situated and most comfortably furnished throughout. Cuisine excellent. Charges Moderate. Tennis. Billiards.

Bandarawela is specially adapted as a health resort. It is very favourably situated with regard to climate, the air being dry and bracing, whilst even in the height of the S.W. Monsoon (June), Bandarawela is remarkably free from the effects of the storm, while nearly every other place up country receives its full force. The railway journey is exceedingly interesting the whole way. It is easy and agreeable, and wonderfully inexpensive. Bandarawela is the railway terminus, and conveniently situated for carriage excursions in the Province of Uva, and for more extended trips down into the low country, *viâ* Ratnapura. The latter is a very attractive tour, passing through the famous gem-mining districts, the scenery all through the journey being of the most lovely description. The Hotel is close to the railway station. Rooms reserved on receipt of Letter or Telegram.

Proprietors—**The Nuwara Eliya Hotels Co., Ltd.**

All letters should be addressed to the Manager.

THE

MOUNT LAVINIA GRAND HOTEL,

Near COLOMBO, CEYLON.

MAGNIFICENT SEASIDE CLIMATE.

SAFE SEA BATHING.

EXCELLENT CUISINE.

SPECIAL TIFFINS AND DINNERS.

BILLIARDS.

NO one should leave Ceylon without visiting this charming resort, built on a cliff overlooking the sea, always cool and quite free from mosquitoes and dust; is seven miles from Colombo, and can easily be reached by road or rail.

The drive of seven miles along Galle Road is one of the most picturesque and interesting in Ceylon, while the Railway journey along the seashore (occupying under 30 minutes) is equally pleasant.

Frequent trains run from Fort Station, which is within three minutes' walk of Passengers' landing jetty, to Mount Lavinia and *vice versa*.

THE "MOUNT" TIFFINS ARE A SPECIALITY.

C. H. LINK, Manager.

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On parle Français. **Man spricht Deutsch.**
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Electric Fans in Bed Rooms and Public Rooms.

Excellent Cuisine.

French Chef.

The largest and best appointed Hotel in the East.

Situated immediately opposite the Landing Jetty, and commanding a magnificent view of the Harbour and Coast.

It is in the immediate vicinity of the Custom House, Post and Telegraph Offices, Banks, Thos. Cook & Sons, P. & O., M.M., Norddeutscher Lloyd, Orient, and British India Company's Offices, Government House, and Gordon Gardens. Also within a few minutes' drive of the Railway Stations, the Museum, and Cinnamon Gardens.

With all Modern Improvements.

Lit throughout by Electricity. Electric Punkahs and Fans. Electric Lift.

The large and handsome Dining Saloon of this Hotel—said to be the finest in the East—is justly admired by all visitors, as also is its commodious Billiard Room. Special Electric Tram Cars run from the Hotel door to meet the principal trains. All Steamers are met on arrival by the Hotel porters, who will be at the service of visitors.

Special arrangements for Families and Visitors making a prolonged stay.

TERMS MODERATE.

Cook's Coupons accepted. On Cook's List for All-Round-the-World and Indian Tours.

Manager, F. GAUSSELMANN.

THE CEYLON STEAMSHIP CO., LTD.,

COLOMBO, CEYLON.

S.S. "Lady Gordon," and S.S. "Lady Havelock."

One of the above Steamers leaves Colombo on a voyage round the Island of Ceylon every Wednesday afternoon, the trips being made alternately North about and South about. Visitors who can spare the time should avail themselves of the opportunity of circumnavigating this beautiful island.

The Steamers call at seven ports, and ample time is given for visiting the sights at the different places. The Cabin Accommodation and Cuisine are first-class. The trip, including stoppages, occupies about eight days, and the fare is Rs. 125·00.

Further information can be obtained from

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Dark Rooms and Apparatus placed at the disposal of Travellers Free of Charge. Full justice done to Amateur work.

Our Kandy Studio, specially designed and built to suit Eastern requirements, is the largest, coolest, and best equipped in Ceylon. Passenger Groups in Rickshaws, &c., taken, and finished Photos supplied same day.

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Views of Native Character, Places of Interest, Tea Industry, Foliage, &c.

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Under New Management.

THE ONLY FIRST-CLASS HOTEL IN KANDY.

Occupies the Best Site in the Mountain Capital, overlooking the Lovely Lake, Mountains, Esplanade, and the Ancient Temple of the Buddhist Religion, the Shrine of Buddha's Tooth.

Within 3 minutes' Drive from the Railway Station—4 Trains daily to and from Colombo. All the Trains are met by Hotel Porters and Carriages.

THE QUEEN'S HOTEL has been lately greatly improved, a new addition of Three Stories is being completed, a new large Dining Room and Billiard Room with Three good Tables opened, Private Sitting Rooms, Apartments with Bath Room attached, Large Double Bedrooms with Dressing Room, good-sized Single Rooms, Bath Rooms on each floor, Electric Bells. All the Public Rooms and Bedrooms overlook the Mountains and Lovely Lake. Has 420 feet frontage facing the Lake and Esplanade with a Broad Verandah on the Ground Floor, where all the Public Rooms are situated.

Splendid Accommodation for Families & Single Persons.

GOOD TABLE AND ATTENDANCE.

SPECIALLY SELECTED WINES AND SPIRITS.

Private Carriages. Charges Moderate.

REDUCED CHARGES FROM MAY TO NOVEMBER.

On parle Francais. Man Spricht Deutsch.

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Pleasure Boats are kept on the Lake.

F. A. RADEN, Manager.

Passengers are informed that the Manager is always able to accommodate Visitors when he is informed by wire of their arrival.

Telegrams: "QUEEN'S KANDY."

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UNDER ENGLISH MANAGEMENT.

Is the only "other" First-class Establishment in Kandy.

THIS HOTEL is well known to be the most comfortable place of its kind in the East. It stands in large and charming grounds of its own, near the beautiful Lake, and is but a few minutes' drive from the Railway Station, Post Office, Buddhist Temple, and other places of interest in the Town.

Carriages are kept on the Premises for Hire.

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Precious Stones, Gems, &c., Bought, Sold, Valued, and Reported on.

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An immense variety of Ceylon Views.

The finest Souvenir of your visit is an Artistic

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Rickshaw Pictures and every description of Photography undertaken.

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Information of every kind given Free of Charge.

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BAGGAGE, GOODS, and PARCELS Cleared or Forwarded from and to all Parts of the World.

Ceylon Tea in any sized package delivered free to any address in the United Kingdom for one payment, to be made at either end.

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H. DON CAROLIS & SON,

BY APPOINTMENT.

Furniture Manufacturers to H.E. The Governor of Ceylon.

Show Rooms and Offices: FIRST CROSS ST., PETTAH

(Five minutes' drive from the Jetty).

The Most Extensive and Assorted Stock of Passengers' Deck Chairs.

THE "LANKA" LOUNGE,

The most comfortable Deck Chair ever invented.

Price Rs. 10 and 12.

Drawing Room, Bedroom, Dining Room, Drawing and Office Furniture; Wicker and Bentwood Furniture.

Carved Furniture in all Ceylon's Best Woods—Ebony, Kalamander, Tamarind, Satin, and Nadoon.

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Established 1831.

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IMPORTANT. IMPORTANT.

NUTHOO RAM & SONS beg respectfully to inform residents and visitors to Agra that they have always a large stock of Inlaid Marble and Soapstone work on view in their premises at fixed prices, and they are ready to execute all orders with which they may be favoured with promptitude and care. They venture to remind the public that they have received numerous Medals and Certificates from nearly all the Great Exhibitions within the last century.

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First-Class Alabaster Tajs, 7 by 7, Rs. 6.
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SETS OF PHOTOS ILLUSTRATING TEA, SILK, INDIGO AND OPIUM MANUFACTURE.

GROUPS OF NATIVE CHARACTERS,

Forming a most Complete Collection to select from.

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Specimens on view at 8, Chowringhee Road, Calcutta.

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BRANCHES:

CIVIL AND MILITARY HOTELS,

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THE above Hotels have been constructed for hotel purposes only, and are not bungalows converted into hotels and termed First Class Hotels. Opened in 1895, 1896, and 1897, at the request of the General Public and Tourists; well ventilated and fitted to suit the Indian climates. Separate dressing and bathrooms attached; situated nearest to the Railway Stations, Cantonments, and Civil Lines, and central to all places of interest.

No extra irritating charges like most Indian Hotels. Under entire European management.

Rooms can be secured by letter or telegram to the respective Managers.

COOK'S COUPONS ACCEPTED.

GUIDES AND CARRIAGES MEET ALL TRAINS.

These Hotels are not 20 or 30 years' standing, but modernised up-to-date.

JAN & SON - - *Proprietors.*

HILLS' IMPERIAL HOTEL,

LUCKNOW.

The only First Class English Hotel in the Station.

Nearest to the Railway, Cantonments, and the most central to all places of interest.

THIS HOTEL has been established upwards of 30 years—not recently, at the special request of the General Public and Tourists (the usual twaddle of the natives). It has always had the reputation of giving the best food procurable, and being the most comfortable hotel in Lucknow, and is managed by the Proprietor.

A First Class New Piano and Good Billiard Room.

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(Opposite the Bank of Bengal).

HOTEL PORTERS MEET ALL TRAINS.

On parle Frangaise.

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FAMILY HOTEL.

Situated full south in the main street, close to the Art Galleries and Palaces, and to the Offices of Thomas Cook & Son, North German Lloyd, Hamburg American, Peninsular & Oriental Steamship Company.

Modern Comfort. Lift. Air Heating. Electric Light.

Railway Office in the Hotel for Tickets and Luggage.

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New Proprietors from Grand Hotel, Milan.

Woodlands Hotel,

DARJEELING,

Is under the special patronage of His Excellency the Earl of Elgin and Kincardine, Viceroy and Governor-General of India.

THIS favourite and long-established Hotel is situated on a picturesque hill-side close to the Railway Station, commands a splendid view of the snows, and is fitted throughout with the Electric Light. It is select, and receives the highest testimonials from all who visit it for excellent management, comfort, cleanliness and cuisine.

A Steward and Attendants, with Conveyances, meet every train to help visitors to the Hotel.

Testimonials.

LORD AND LADY RAYLEIGH have spent three delightful days at the Hotel, and found it very comfortable and the Manageress most obliging.

23rd *December*, 1897.

THE DUCHESS OF CLEVELAND spent three days in this Hotel, and found it very comfortable.

4th *January*, 1898.

THEIR EXCELLENCIES THE VICEROY AND COUNTESS OF ELGIN were well satisfied with the arrangements at the Woodlands Hotel during their Excellencies' stay in Darjeeling.

(Signed) A. DURAND (COLONEL),

4th *February*, 1898. *Military Secretary to the Viceroy.*

NOUS AVONS PASSÉ 3 JOURS À Woodlands Hotel et nous avons été satisfaits de notre installation—la Manageress est très complaisant.

8th *February*, 1898. (Signed) PESSE A. DE BROGLIE.

SIR HENRY TICHBORNE and myself have just spent five days at this Hotel, which is most comfortable and quite the best I have ever been in in India.

22nd *February*, 1898. (Signed) (LADY) LINA TICHBORNE.

POSITION UNRIVALLED.

The Langham Hotel,

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QUIET, OPEN, AND HEALTHY SITUATION IN FASHIONABLE & HEALTHY LOCALITY.

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Best Situation in Calcutta.

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COMFORTABLE ROOMS BY THE DAY OR MONTH.

Hot and Cold Water laid on in all the Rooms.

Private Dinners and Suppers can be arranged for.

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Mrs. MONK, Outram House, 15, Chowringhee.
Mrs. MONK, 15/1, 15/2, Chowringhee.
Mrs. MONK, 13, Theatre Road.
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